

CANADIANA SCRAPBOOK

CANADIANS AT WAR

1939-1945

Donald M. Santor



CANADIANS AT WAR

1939-1945

DONALD M. SANTOR

London Board of Education

PRENTICE-HALL OF CANADA, LTD., SCARBOROUGH, ONTARIO

Contents

War Threatens	2
Defending the Home Front	4
Materials ... Not Men	6
Producing the War Machine	8
Canada's Six Years of War: 1939-1945	10
The Battle for the Atlantic: Convoys ...	12
... And Corvettes	14
Canada: A School for Aircrew	16
Fighters ... and Fighter Pilots	18
Rain of Death: Bomber Squadron	20
Women at War	22
Dieppe: "The Shame and the Glory"	24
Wartime Canada	26
Shortages and Rationing	28
Young People Join the War Effort	30
Canadians ... We Did Not Trust	32
A Tale of Two Families	34
The Invasion of Normandy: June 6, 1944	36
The War on the Ground	38
The Entertainers	40
Prisoners of War	42
Telling the Story of War	44
The Many Faces of War	46
Credits, Bibliography and Time Line	48

WAR THREATENS

THEY'RE ALL BLUFFING, THEY DON'T DARE FIGHT; OPINION OF HENRY FORD

SUDBURY, Mass., August 28 — (AP) — Henry Ford is quoted here as saying there will be no war because "they're all bluffing."
"They don't dare have a war and they know it," the newspaper said the motor magnate declared in an interview on the tense international situation while visiting his wayside inn.
He blamed the present war clouds on munition makers and profiteering financiers.
London Free Press, Aug. 29, 1939

IT WAS REPORTED IN CANADIAN NEWSPAPERS...

March 15, 1939
August 23, 1939
September 1, 1939
September 3, 1939
September 10, 1939

Hitler occupies the rest of Czechoslovakia.
Germany and Russia sign non-aggression pact.
Hitler orders the invasion of Poland.
Britain and France declare war on Germany.
Canada proclaims that a state of war exists between Canada and Germany.

Householders Descend On Grocers Demanding Huge Quantity of Food

Large Stocks Are Cleared Away in Rush Not Equaled Since Days of World War; May Need More Supplies Before Night
Fearing a rise in prices would accompany the outbreak of hostilities between Poland and Germany, thousands of Londoners descended upon retail grocers today to purchase the largest volume of staple foodstuffs experienced by the grocery trade since the record-breaking days of the World War.
Wholesale grocers said that since morning they have been deluged with orders for sugar, canned foods and flour. "We have a large stock of staple foods stored away, but if this unprecedented demand continues we will be forced to order carload lots from out-of-town manufacturers before the day is over," said one wholesale grocery official.
One downtown retail grocer declared his volume of business today was the largest he had ever seen. "I wouldn't be exaggerating if I told you we have sold more than 15 tons of sugar to the retail trade since we opened our doors this morning. It has been the busiest morning I have ever experienced."

Another grocer showed a Free Press reporter a grocery order received from one family of four this morning. This order included the following: 400 pounds [181 kg] of sugar, six cases of salmon, 10 cases of assorted cans of beans, corn and pears, 400 pounds [181 kg] of flour.
"An order of that size is the rule rather than the exception," he added.
London Free Press, Sept. 1, 1939

C.P.R. HOTELS BUSIEST IN YEARS

Tourist Business Sets All-Time Record
IN MOUNTAIN RETREATS
Vacationists Keep Away From Troubled Europe

BANFF, Alta., August 28 — (CP) — An all-time record for tourist business at hotels and camps operated in the Rocky Mountains by the Canadian Pacific Railway was reported yesterday by Sir Edward Beatty, president of the company. Reasons for the increase included the disturbed situation in Europe, believed to have diverted to the mountains.

London Free Press, Aug. 29, 1939

STOCKS TUMBLE, WHEAT MOUNTS

Fear of War Prompts Heavy Toronto Selling

WINNIPEG TRADING HECTIC

Wheat Ends Day 3/8 to 1/8c Higher

TORONTO, August 24 — (CP) — Fear of an outbreak of war in Europe started stock selling in heavier volume today on the Toronto exchange and in the most active trading since March 31, prices cracked down for index losses of two to three points in the gold and industrial divisions. A rally at midday greatly reduced the early decline, but the selling was resumed in the last hour to put prices down nearly to the morning low level.

London Free Press, Aug. 25, 1939

COLONY TAKES WAR MEASURES

Newfoundland Adopts 80 Emergency Steps

CENSORSHIP IS ORDERED

Shipping Under Orders of Admiralty

ST. JOHN'S, Nfld., Sept. 1 — (CP Cable) — A series of regulations ranging from censorship to control of prices was announced tonight by the Newfoundland Government as this island colony prepared to meet the eventuality of war.

About 80 "emergency" measures were made public in a radio broadcast to the country by Justice Commissioner Emerson, member to the Dominion Government that had administered Newfoundland's affairs since it yielded up its Dominion status six years ago.

The Government ordered censor-

ship of wireless, telephone and cable communications including press material. Use of code in messages was prohibited. All amateur radio stations were ordered closed.

Under the regulations, all shipping was placed under orders of the admiralty.

It was forbidden for aircraft of any kind to take off from or fly over Newfoundland without special permission.

To prevent possibility of profiteering, the commissioner announced, the Government is to take over control of wholesale and retail prices of food, if necessary, it will fix prices by proclamation.

All aliens were ordered to register with the Government. Entry or departure from the island was restricted to four ports — St. John's, Port aux Basques, Botwood and Corner Brook.

London Free Press, Sept. 2, 1939

Bullion Transfers Increase Sharply

OTTAWA, Aug. 21 — (CP) — With war clouds ominous on the international horizon, cautious Britons have decided in increasing numbers that the vaults of the Bank of Canada here offer the safest repository for their gold.

Some \$60 000 000 worth has been shipped from London to the bank vaults here within the last two weeks.

Halifax Herald, Aug. 22, 1939

Volunteers Off 'Somewhere Up the Coast'

Giant Searchlights Placed In Stanley Park

Vancouver militia detachments, fully prepared for active service, left the city by coastwise ships Monday night to take up pre-arranged stations in North Coast fortified points.
Details of the Irish Fusiliers (Vancouver Regiment), the 11th Divisional Signals and the 6th Divisional Royal Canadian Army Service Corps, sailed on S.S. Prince Rupert at 9 P.M.

A full battery of heavy gunners from the 15th (Vancouver) Coast Brigade, Royal Canadian Artillery, and a detail of signallers, also left for the North on another ship at about the same time.

The Point Grey coast defense battery emplacement is completed and guns are being mounted there today to command the Strait of Georgia.

Powerful coast defense searchlights received here Sunday are mounted near the Stanley Park battery, and more are being placed on the North Shore and on Point Grey. They are manned by the 1st Searchlight Regiment, R.C.A.

The British Columbia Regiment (D.C.O.R.) is being brought up to full strength and is supplying guards for important works on the Burrard Peninsula and the North Shore.

Vancouver Sun, Aug. 29, 1939

War Measures Act of 1914 Proclaimed At Ottawa

Canadian Government Possesses Extraordinary Powers To Act In Emergency

OTTAWA, Sept. 1 — (CP) — The War Measures Act of 1914, giving the Government extraordinary powers to act in emergency pending the assembly of Parliament was proclaimed by order-in-council adopted at a meeting of the Government early today.

The War Measures Act, which came into being in 1914, gives the Government wide measures of control

over shipping, censorship, trade and commerce, expropriation of private property, transportation, and other matters relating to the security of the realm.

It vests in the governor-in-council, which is the Cabinet, authority to issue orders and regulations which may be deemed necessary during a period of "real or apprehended war, invasion or insurrection." These orders have the force of law and are aimed at insuring the defence, peace, order, and welfare of Canada.

London Free Press, Sept. 1, 1939

Nova Scotia Women Volunteer For Service

Loyally rallying to the support of their Empire in her dark hour several thousand women of Nova Scotia have already signified their willingness to serve the nation in whatever manner they are able during this war with Germany.

Within a few hours after the official declaration of war, information has been received from leaders of various women's

organizations to the effect that their members are ready and eager to do their part. In accordance with an offer made last May in a letter to Premier Angus L. Macdonald, 3 069 members of the Catholic Women's League of the Archdiocese of Halifax, are prepared to do whatever work they are asked.

Halifax Herald, Sept. 4, 1939

BORDER BRIDGE TO BE GUARDED

Ambassador Bridge Will Be Protected

AGAINST SABOTAGE

Structure Linking Detroit-Windsor Cost \$13,000,000

WINDSOR, August 28.—Officials of the International Bridge Company announced today guards soon will be posted on the Ambassador Bridge to prevent any possible sabotage damaging this important link between Detroit and Windsor and possibly interfering with traffic on the Detroit River that the bridge spans.

A. Buchanan, a company official, announced he had conferred with police in Canada and the United States. They had advised immediate placement of company guards and promised their aid.

The \$13,000,000 bridge, completed in 1929, carries a heavy flow of traffic between Detroit and Windsor. The industrial plants in Windsor would be crippled to a considerable degree if the exchange of materials and equipment between the Windsor plants and the parent plants in Detroit was curtailed.

Halifax Herald, Sept. 8, 1939

"Air Raid" Rooms For Saint John

SAINT JOHN, Sept. 4.—(CP)—Saint John, almost 4 000 miles [6 436] from the battlegrounds of the new European war, has the atmosphere of a war-zone city tonight.

Most of the houses have been equipped with makeshift "air-raid" rooms, with fixtures designed to keep out gas and located so as to afford most protection in the event of a bombing raid.

Halifax Herald, Sept. 5, 1939

SYDNEY, Sept. 4.—Sydney's first anti-air-raid blackout was held tonight and was said by police officials to have been highly successful. At the sound of a fire alarm power station employees blinked all lights in the city as a sign to residents to dim their home lights.

Streets were darkened and automobiles stopped moving for five minutes. The unusual lack of light brought crowds to the streets to see just how it did look. After the period elapsed the alarm sounded the all-clear and normal activities were resumed.

Halifax Herald, Sept. 5, 1939

Rumors of Big German Spy Ring Near Grand Bend Spread Rapidly

War Scare Causes Strange Stories of Secret Air Base, Guns, Dynamite and Ammunition

Rumors of raids on the headquarters of a huge German spy ring in the Pinery, near Grand Bend, have spread like wildfire through Western Ontario. But a careful investigation has shown the rumors are false.

With nerves upset by threats of another world war, people have spread the spy ring story through cities, towns and farmlands. Military authorities and police officials have been kept busy denying the rumors.

One rumor said the Seaforth Highlanders had surrounded the Pinery and had seized large quantities of guns and ammunition. The Free Press checked that story and was told by an officer of the Highlanders: "We were not

even near the place. We don't know anything about it, and I guess we would know if we were the ones who made the raids."

Next rumor said that mounted police had found a huge landing field for airplanes and 600,000 gallons of gasoline to be used by German planes. Police officials knew nothing about it.

Then the rumors said huge quantities of dynamite had been found in a cache. Again the story was wrong.

In fact, the rumors even suggested that army tanks were hidden in the Pinery by spies who were planning to seize the district.

The rumors started about a month ago, but within a short time had become a real tall tale. The Free Press sent a reporter to the district. It wired Toronto and Ottawa: Farmers for miles around were questioned. They had heard rumors, but they were satisfied no spy ring was operating near their farms.

London Free Press, Aug. 29, 1939

ALL SHIPS ORDERED TO OBEY OTTAWA

Instructions Will Come From Department of National Defence

CANADIAN SOO IS LIKE ARMED CAMP

Routes Vessels Are To Take Will Be Issued to Captains of Vessels

USE WIRELESS BANNED

LONDON, August 28.—(CP)—The admiralty tonight forbade the use of any wireless transmitting apparatus from any seagoing ship or any vessel in the tidal waters of Great Britain and Northern Ireland. Regulations forbidding the lights on ships in convoys or in British harbors also were issued.

OTTAWA, August 28.—(CP)—Canada moved in step with the United Kingdom today in establishing naval control over Canadian shipping. An order-in-council released by Defence Minister Mackenzie today required all ships of Canadian registry to obey whatever orders might be issued to their commanders by the Canadian naval service control.

London Free Press, Aug. 28, 1939

Doubts If War Looms; No Need To Be Jittery

"I do not expect to see a general European war," said Sir Percy Winn Everett, deputy commissioner of Imperial headquarters of the Boy Scouts' Association, London, England, in an interview here last night.

"Should war come we are ready for it, but peace is the hope of every Englishman," he added.

Sir Percy, who is at present touring Canada in the interests of the Scout movement, said the present European crisis was the cause of deep concern "but we see no reason for becoming gloomy or jittery over there."

London Free Press, Sept. 1, 1939

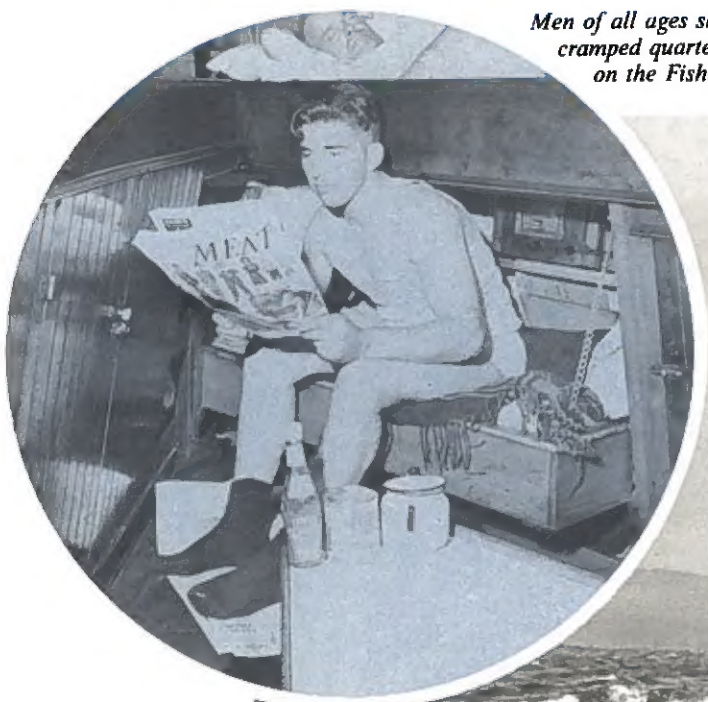
Proclamation Placing Canada in State of War

Whereas by and with the advice of our Privy Council for Canada we have signified our approval of the issue of a proclamation in the *Canada Gazette* declaring that a state of war with the German Reich exists and has existed in our Dominion of Canada as and from the Tenth Day of September, 1939:

By Command, W. L. Mackenzie King,

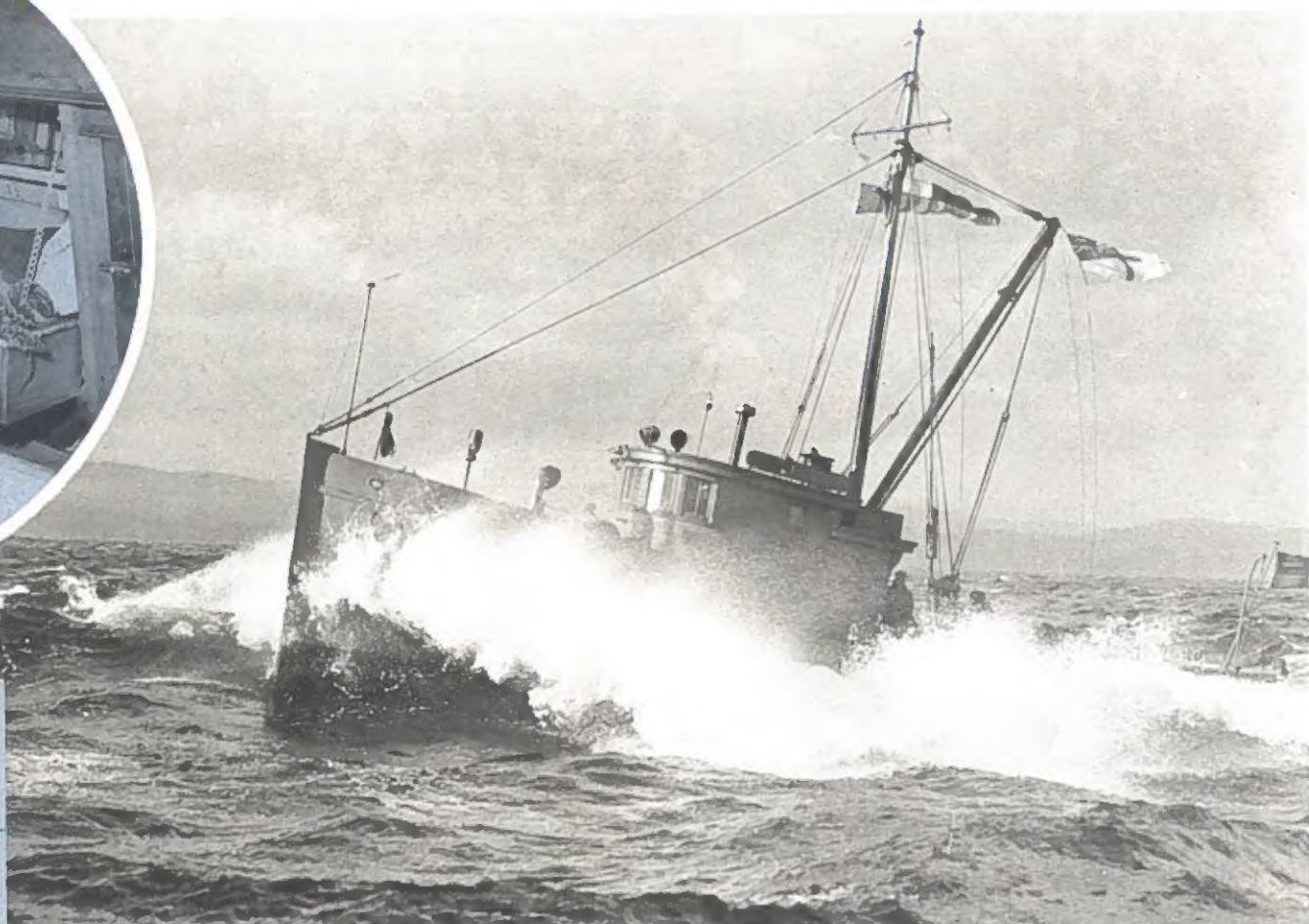
Prime Minister of Canada
London Free Press, Sept. 11, 1939

DEFENDING THE HOME FRONT



Men of all ages shared cramped quarters while serving on the Fisherman's Patrol.

... From Attack by Sea



Fisherman's Patrol: Fishing boats patrolled the rugged Pacific coast for the Royal Canadian Navy in all kinds of weather.

CANADA ARMS HER NATIONAL DEFENSES

Air Force Takes Up Stations on Atlantic

Troops Guard Welland Canal, While Four Militia

Units Man Halifax Fortifications

by THOMAS WAYLING

Vancouver Sun Special Correspondent

OTTAWA, Aug. 26.—Canada's national defenses are armed today.

Fighting units of the Royal Canadian Air Force are winging their way to the Atlantic Coast to prepare emergency stations.

The Lincoln and Wellington Regiment has taken over the guardianship of the Welland Canal, so that this vital link in the Empire's food supply may not be sabotaged.

The Atlantic Coast defense units went on duty, standing by the big guns to protect the ports.

Coastal artillery, engineers, signals, ordinance, the medicals, and the Army Service Corps, have been called to duty.

In Halifax four militia units were called out to man harbour fortifications.

The infantry has not yet been called to the colours, save in isolated key cases.

The call for volunteers to bring the permanent force units to strength has been swiftly answered. There are more volunteers than the service can absorb off a war footing.

Along the border, Americans are crossing to inquire as to enlistment.

Training camps used in the Great War are being prepared for use.

Vancouver Sun, Aug. 26, 1939

In five months, the Battle of the St. Lawrence saw the U-boats sink 23 ships and thereby kill 700 people (more men than the Canadian Army would lose in Sicily). H. Bruce, *Lifeline*, p. 50

"The Pacific Coast Militia Rangers. A guerrilla-type thing, local vigilante units along the coast, cooperating with regular types and acting as scouts for the military if the Japanese landed.

At the height of it, there were 18 000 people from the American boundary right up to Alaska and in through there. Right, 18 000 people, all fishermen, loggers, people in mining, in every town, village, city, inlet, fishing camp, logging outfit, mine along the coast and it eventually spread right into the Interior, to the Okanagan and the Cariboo and through there. There were 120 companies, with a captain at the head of each company."

B. Broadfoot, *Six War Years*, p. 54

"I travelled up and down the coast doing this, and the thing that is not known, and has never been known, was that the whole damned coast was booby-trapped. In mines and logging you had people who knew powder, were familiar with explosives, and every bridge, every logging bridge and trestle, every place where there could have been an ambush, these guys had put their booby traps. And they had radios and had worked out special ways to communicate over long distances, if the Japanese ever did show up."

B. Broadfoot, *Six War Years*, p. 54



A boom blocks the entrance into the harbour at Esquimalt, Canada's main naval base on the West Coast. Nearby, the Defence Department established Royal Roads, a college for training naval personnel.



Boom defence net laid out at Esquimalt, British Columbia

PROTECTION AGAINST INCENDIARY BOMBS

Incendiary bombs are considered by those whose responsibility it is to study such matters, to be the most likely form of a concentrated enemy attack from the air on Canadian communities. *Air Raid Precautions, p. 30*

...From Attack by Air



Should Air Raids Come, p. 5



Wearing identification armbands and steel helmets, the wardens patrolled the streets during an air-raid drill to ensure that the regulations were obeyed.



It was very easy for this Vancouver butcher who served as an air-raid warden to inform the public of any changes in the air-raid regulations.

HALIFAX AREA HAS FIRST "BLACKOUT"

District in Darkness For "Rehearsal"

Halifax and Dartmouth took on the atmosphere of a civilian district expecting an air raid for five minutes last night as the city and town had their first "black-out" since the inauguration of air-raid precautions.

Both sides of the harbour were completely in the dark as citizens carried out instructions issued by the A.R.P. committee earlier in the day almost to perfection.

It was a "rehearsal" planned

for the residential districts only, but the majority of the downtown business district joined in.

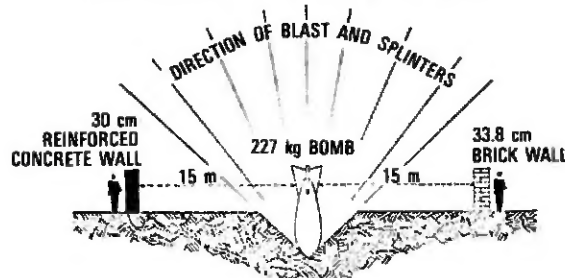
Crowds who had been waiting for hours witnessed the blackened spectacle from the summit and slopes of Citadel Hill. Only a few isolated lights and electric signs could be noticed a few seconds after the signal was given at ten o'clock by a brief interruption of the electric power circuits. All street lights were cut off.

Halifax Herald, Sept. 6, 1939



In the event of an actual air attack, residents were encouraged to maintain air-raid shelters in their basements. This warden is checking supplies in the basement of a Vancouver house.

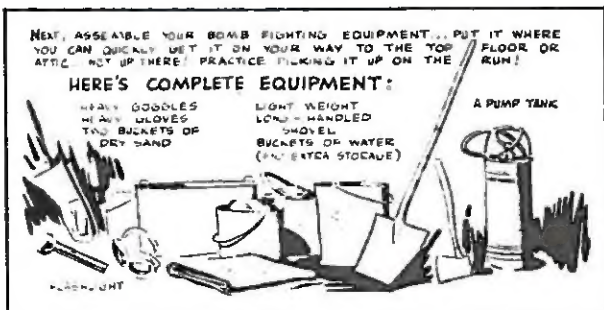
PROTECTION AGAINST SPLINTERS



Thickness of Materials Safe against Splinters

3.8 cm MILD STEEL
25 cm FERRO-CONCRETE
30.5 cm MASONRY
38 cm CONCRETE
61 cm STONES
76 cm SAND

Should Air Raids Come, p. 4



Should Air Raids Come, p. 5

Do you think an air raid on this province is at all likely this summer? (July, 1942)

	B.C.	French Canada	Rest of Canada
Yes	62%	39%	14%
No	26	48	76
No opinion	12	13	10

W. Sanders, Jack and Jacques, p. 37



These bilingual air-raid wardens served the Chinese community in Vancouver. Weekly meetings were held to discuss changes in the regulations and any problems in their district.

MATERIALS.



LUMBER PRODUCTION in Millions of Board Feet

1939	3 980 000
1941	4 941 000
1945	4 514 000

VALUE OF PULP AND PAPER PRODUCTION

1939	\$208 152 295
1941	\$334 429 175
1945	\$398 804 515

Canada Year Book, 1947, p. XVIII

VALUE OF PULPWOOD PRODUCTION

1939	\$ 58 303 000
1941	88 193 000
1943	110 845 000
1945	146 173 000

Canada Year Book, 1947, p. 408

CANADA TO BE CHIEF ARMS SOURCE IF BRITAIN INVOLVED IN CONFLICT

Will Lead All Other Dominions in Export of Materials in Event of War

LONDON, August 23 — (CP)—Canada is expected to lead all the dominions in export of arms and materials to the mother country in the event of war, well-informed political circles said tonight. The sources said the current firmness of British diplomacy was

partly due to the support currently being given by the members of the Commonwealth and by the confidence in London that direct aid will be forthcoming from them if war breaks out.

Governments throughout the far-flung empire are being kept in close touch with all developments and Whitehall decisions through the various high commissioners, all of whom are in London except the South African representative, who left Eire today for England.

London Free Press, Aug. 24, 1939

By 1944, 5 508 sawmills produced wood products worth \$216 556 623. British Columbia, in cutting 1 982 478 000 board feet was responsible for half of Canada's lumber production.



The shortage of imported cane sugar revived the interest in the sugar beet industry. By 1942 processing plants in Alberta, Manitoba, Ontario and Quebec produced 85 728 944 kg of beetroot sugar. This photo shows a stockpile of sugar beets in Alberta.



CANADIAN EXPORTS OF FOOD PRODUCTS							
	FRUITS	VEGETABLES	GRAINS AND PRODUCTS	FISHERY PRODUCTS	MEATS	MILK AND PRODUCTS	EGGS
1939	\$ 10.5	\$ 10.3	\$155.4	\$ 28.9	\$ 37.4	\$ 18.2	\$.3
1940	\$ 5.9	\$ 5.2	\$172.3	\$ 31.7	\$ 63.3	\$ 20.4	\$ 2.8
1941	\$ 5.8	\$ 5.3	\$231.	\$ 41.2	\$ 84.2	\$ 21.3	\$ 4.2
1942	\$ 4.6	\$ 5.4	\$188.8	\$ 49.8	\$ 110.4	\$ 34.3	\$ 9.8
1943	\$ 6.9	\$ 7.8	\$391.4	\$ 57.1	\$130.8	\$ 36.1	\$ 15.1

Canada at War #34, p. 43

VALUE OF FISHERY PRODUCTION

1939	\$ 40 076 000
1941	62 259 000
1944	89 428 000
1945	113 691 000

Canada Year Book, 1947, XIX

CANADA'S FOREIGN TRADE

Year	Value of Exports	Value of Imports
1931	\$ 588 000 000	\$ 628 000 000
1939	936 000 000	751 000 000
1942	2 385 000 000	1 644 000 000
1945	3 267 000 000	1 586 000 000

Canadian Almanac, 1947, p. 399

Leading Exports

Commodity	1940	1945
Wheat	\$ 119 530 365	475 786 639
Automobiles	54 306 062	206 795 478
Newsprint	151 360 196	179 450 771
Meats	63 289 240	166 974 394
Aluminum in bars, etc.	32 970 742	121 778 512
Wood-pulp	60 930 149	106 054 911
Planks and boards	67 736 934	98 934 569
Wheat flour	26 351 695	97 854 944
Automobile parts	10 289 580	93 852 013
Fish	29 843 173	80 225 623
Electrical apparatus	3 283 175	60 956 632
Nickel	61 163 197	54 778 226
Oats	6 177 281	47 659 619
Eggs	2 771 063	44 119 601
Copper in forms	40 492 368	34 054 603
Rubber and products	12 950 485	31 328 264
Fertilizers	8 584 098	30 428 347
Cheese	15 723 486	27 909 305
Barley	1 117 488	24 101 380
Pulpwood	12 521 880	23 881 928
Whiskey	7 886 707	22 976 871
Asbestos, raw	15 524 305	21 842 242
Locomotives and parts	88 839	21 473 114
Zinc	12 038 433	20 373 174
Farm implements, etc.	9 537 256	20 196 085
Machinery, except farm	13 457 598	19 868 680
Iron: pigs, ingots, etc.	12 899 923	19 430 884
Vegetables	5 174 687	17 595 758
Feeds	3 358 333	17 337 880
Fruits	5 862 481	13 905 413
Platinum or platinum metals in concentrates, etc.	5 898 616	13 297 660
Milk, processed	4 296 718	12 984 861
Veneers and plywoods	3 762 861	12 364 501
Cattle, all kinds	12 442 420	12 257 388
Abrasives	7 734 459	12 152 856
Sugar and products	1 642 639	11 932 757
Wool clothing	604 437	11 386 436
Petroleum and products	1 034 108	11 252 448
Rolling-mill products	6 885 898	10 188 798
Lead	9 490 324	9 176 739
Tobacco	2 743 768	8 084 693
Electrical energy	4 892 327	7 574 374
Rye	1 367 341	6 876 329
Oatmeal and rolled oats	4 487 704	5 698 602
Coal	2 361 551	5 303 543

Canada Year Book, 1946, p. 519



Bernice Galletly and Kathleen Killoran, two Chemistry graduates from the University of Toronto, test buna-S rubber with acetone at the Polymer Rubber Corporation in Sarnia, Ontario.

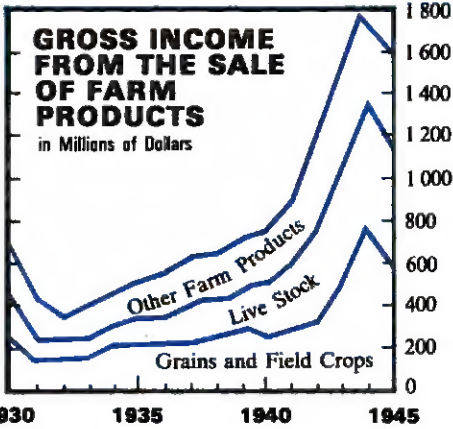


.NOT MEN

Hay production rose from 4 064 200 t in 1939 to 61 979 050 t in 1944.

Canada exported 41 880 630 kg of cheese in 1939, and 61 420 479 kg in 1945.

Canada Year Book, 1947 p. XXI



A worker examines unprocessed optical glass in the Instruments Division of the Canadian Arsenal Company in Toronto, Ontario.

BACON SHIPPED TO THE UNITED KINGDOM

1940 150 139 050 kg

1945 500 675 180 kg

Canada Year Book, 1946, p. 202

EGG PRODUCTION in Dozens

1940 235 525 000

1942 280 688 000

1944 360 948 000

1945 373 952 000

Canada Year Book, 1947, p. 234

NUMBER AND VALUE OF POULTRY PRODUCTION in Millions

Year Number Value

1941 64 \$27

1942 73 36

1943 79 71

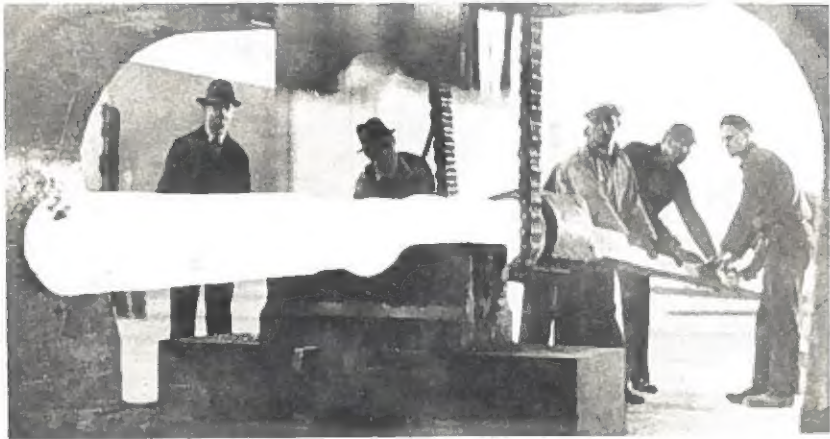
1944 92 82

1945 90 83

Canada Year Book, 1946 p. 233



Even though Canada's wheat production fell from 521 000 000 bushels in 1939 to 318 000 000 in 1945, the value of the crop rose from \$282 000 000 to \$367 000 000. This harvesting photograph shows how the labour shortage was overcome.



With a pressure of 34 GPa a forge presses a 2 m ingot into the rough blank of a gun barrel 4 m long, Sorrel Steel Plant, Quebec.

"From, '41 on, we got good years and I put in everything I could. Wheat, and then barley for the pigs. We had an awful lot of pigs in those days, mostly for the British market, and my wife was milking 16 Jerseys too, with only the help of a hired girl from town.

The only real help, believe it or not, was the German prisoners, the P.O.W.'s. They gave me two and they were farm lads. Some fellows around got city fellows, fellows who had been book-keepers."

B. Broadfoot, Six War Years, p. 166



More than half of the world's asbestos production came from Quebec during the war. The open pit at Thetford Mines was one of the major suppliers.

Production in Tons	ALUMINUM	ASBESTOS	PIG IRON
1939	75 116	330 649	767 870
1940	99 066		1 187 615
1941	192 599	406 286	1 386 249
1942	304 638		1 791 734
1943	446 887	387 502	1 594 922
1945		423 569	1 612 955

Canada at War #34, p. 50 et al.

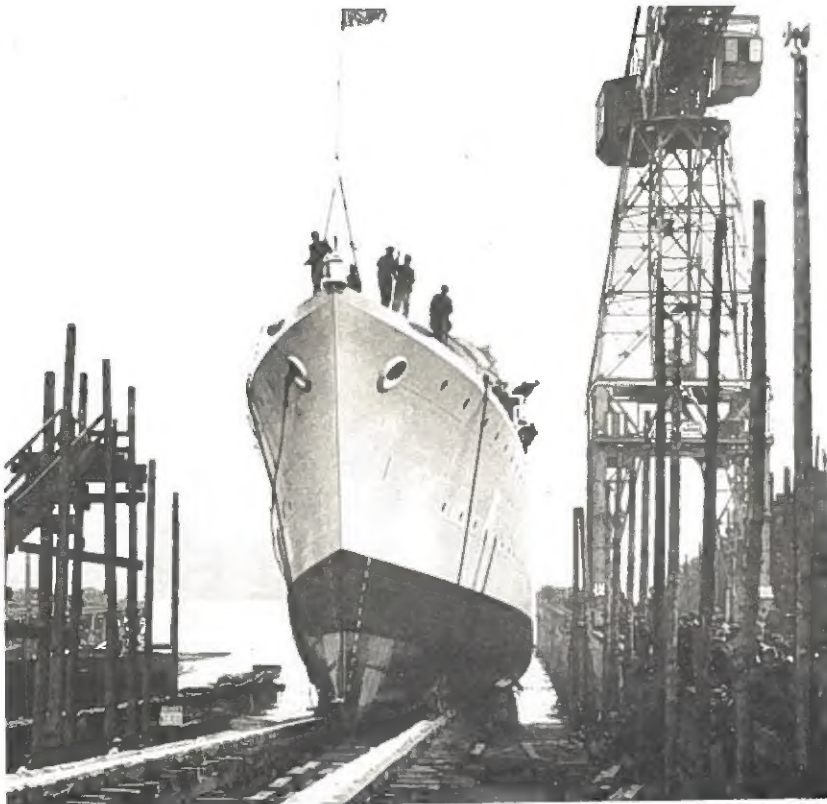


By the end of the war Canada's production of aluminum had doubled to more than 181 436 920 kg. In this photo Roger LaFrance supervises the piling of 23 kg ingots for shipment from Arvida, Quebec.

By June of 1942 civilian consumption of nickel had been reduced to .08%.

One large bomber required approximately 8 164 kg of aluminum.

PRODUCING THE WAR MACHINE



126 000 men and women built ships in yards from Nova Scotia to British Columbia. Here the destroyer Iroquois is being launched down the rails.

DEFENSE OF CANADA REGULATIONS

Every person employed in the production, transportation, storage or delivery of munitions of war or supplies, or on the construction, remodelling, repair or demolition of a defence project, who does any act, or omits to do anything which he is under a duty, either to the public or to any person, to do, the natural and probable consequence of which act or omission is to obstruct or delay the production, transportation, storage or delivery of such munitions or supplies or the construction, remodelling, repair or demolition of a defence project, or who prevents or attempts to prevent any other person from engaging in the production, transportation, storage or delivery of munitions of war or supplies or in the construction, remodelling, repair or demolition of a defence project, shall be guilty of an offence punishable on summary conviction by imprisonment for a term not exceeding two years, but such person may at the election of the Attorney General of Canada or of the province be prosecuted upon indictment, and if convicted shall be liable to imprisonment for a term not exceeding five years.

Provided however that, a person shall not be guilty of an offence under this Regulation by reason only of his taking part in, or peacefully persuading any other person to take part in, a strike.

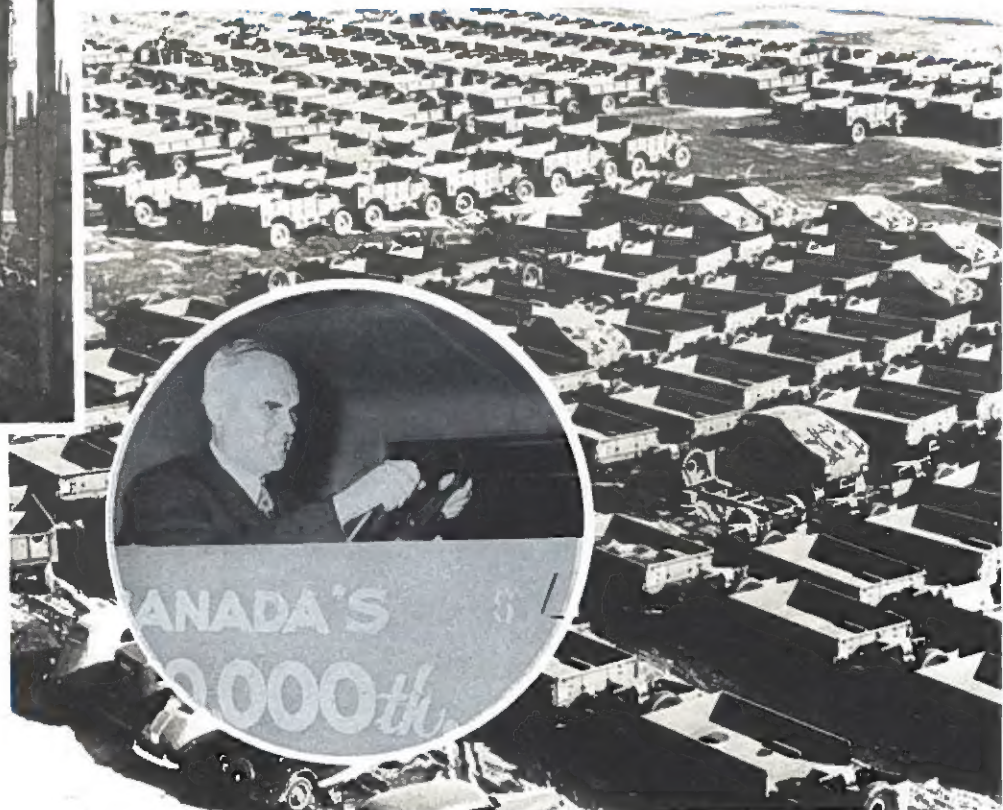
Section 51B, Defence of Canada Regulations, 1942

Canada's Production Record 1939-1945

Aircraft	16 000
Rifles	900 000
Military vehicles	815 000
Merchant ships	410
Landing craft	3 302
Navy tugs	254
Tanks	6 500
Escort ships	487
Machine guns	244 000



Hundreds of industries employing thousands of workers soon reached full capacity in their efforts to equip the armed forces.

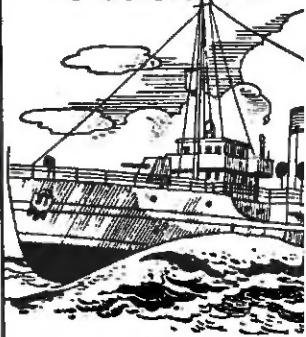


By the end of the war Canada had produced more than 815 000 military vehicles. The vehicle shown in the photograph represent the daily production of the Ford Motor Company in Windsor. Insert shows C. D. Howe, Minister of Munitions and Supply receiving the 500 000th military vehicle produced during the war.



Workers assemble army uniforms.

**NAVAL GUN
MOUNTS**
Made by
Rata



Canadians All: Poles in Canada

Cannot Tolerate Unemployment

"We cannot tolerate anyone continuing to be unemployed and accordingly have provided that anyone who is completely unemployed more than a week or only partially employed for more than two weeks, may be required to take a suitable full time job. Refusal to comply with this regulation will call forth the full penalties provided—which have a maximum of a \$500 fine or 12 months' imprisonment or both."

—From "Facing Realities," a speech by Elliott Little, Sept. 15, 1942

The War Supply Board was formed to coordinate economic and industrial facilities, the procurement of supplies, and the production of munitions.



A Sample of Contracts Awarded by the War Supply Board during November and December of 1939		
Name of Contractor	Commodity	Amount
Admiralty	Asdic sets	\$ 133 739 00
Commercial Alcohols, Ltd., Montreal	Alcohol 403 L	96 55
Great West Felt, Elmira	2 500 pairs canvas shoes	4 875 00
J. R. Gaunt, Montreal	1 600 badges, cap	1 216 50
Glovers Guild, LaPirade	1 000 pairs mitts	594 17
Home Oil Distributors Limited, Vancouver	Oil, lubricating	2 500 00
Ottawa Car & Aircraft Ltd., Ottawa, Ont.	Ice tongs—500 pairs	1 025 00
Cassidy's Limited, Montreal, Que.	Meat platters, 1 000. English, white earthenware, 4 000.	2 077 50
Swift Canadian Co., Toronto, Ont.	Bacon	4 968 02
McGlashan, Clarke Co., Ltd., Niagara Falls, Ont.	144 forks, 156 knives, 380 spoons	358 83
T. Eaton Co., Ltd., Toronto, Ont.	Kitchen chairs	396 00
Acadia Sugar Refinery	Sugar	7 392 00
Meakins' Bros., Hamilton, Ont.	200 tailors' brushes	200 00
Stevens Hepuis, Pt. Elgin	7 418 brushes and brooms	528 00
T. S. Simms, St. John	730 sweeping brooms	273 75
Boeckh Co., Toronto, Ont.	3 260 brushes, scrub	760 60
Meakins & Sons, Hamilton, Ont.	2 000 shaving brushes	324 00
Wolf Cap Co., Montreal, Que.	20 000 winter caps	11 900 00
Boltis Bros., Toronto, Ont.	2 500 coats, great	10 098 75
Workman Uniform, Montreal, Que.	2 500 coats, great	8 448 75
S. S. Holden, Ltd., Ottawa, Ont.	3 500 trousers, blue serge	4 286 50
Maritime Pant, Amherst	5 000 trousers, blue serge	4 375 00
Bell Thread, Hamilton, Ont.	4 800 spools thread	641 52
A. T. O'Leary Co., Halifax, N.S.	Coal, Welsh anthracite	393 75

Would you approve or disapprove if the government used force to stop strikes in war industries after all other methods had failed? (Jan., 1943)

	English	French
Approve force	72%	47%
Disapprove force	20	39
Undecided	8	14

How many hours do you think workers in war industries should work each week? (March, 1942)

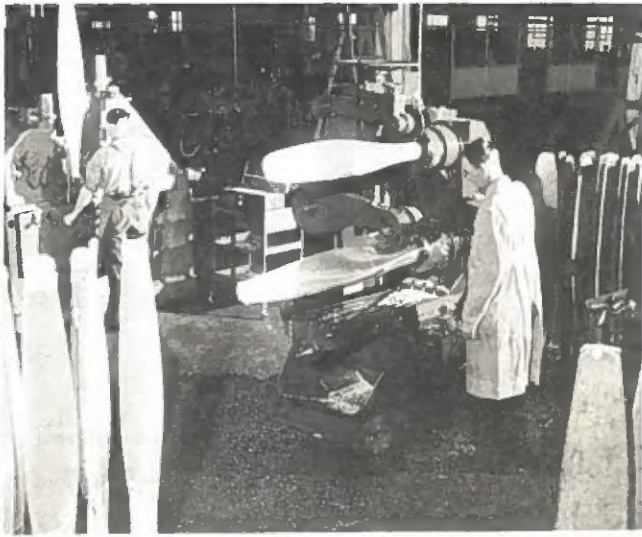
48 hours	43%
49-59 hours	25
60-69 hours	25
70 hours or more	7

(Average number of hours selected was 54 per week)

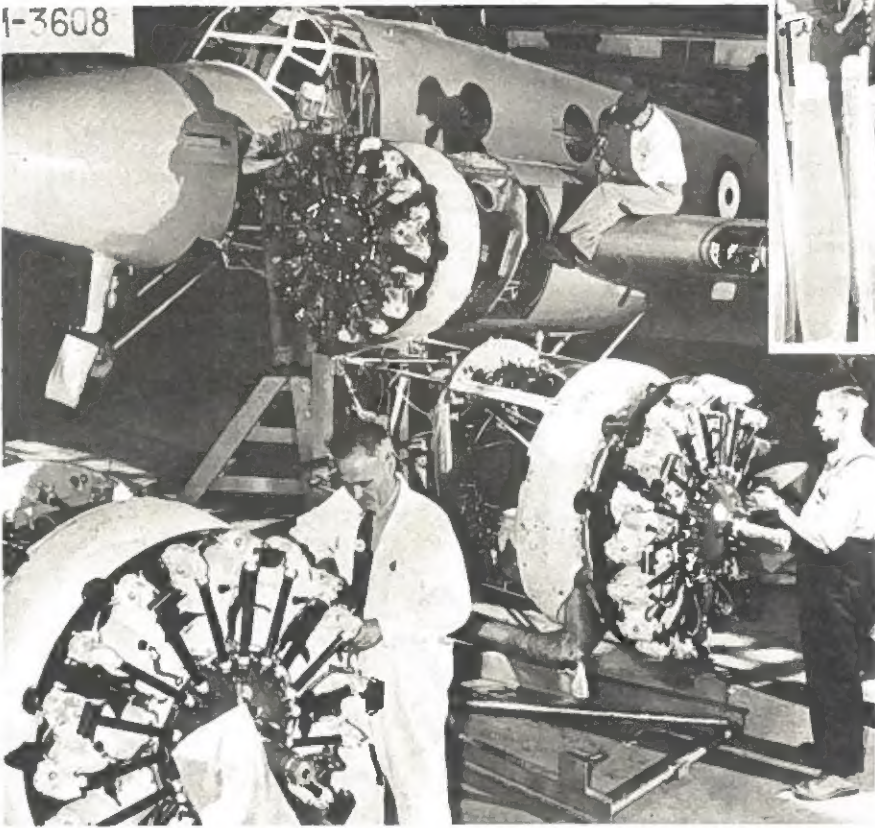
Do you think that war workers who stay away from their work without a good reason should be fined in addition to losing their pay? (June, 1943)

	English	French
Would fine	65%	43%
Would not fine	27	45
Undecided	8	12

W. Sanders, Jack and Jacques, pp. 25, 35, and 26



A pentograph milling machine follows the design of the propeller model above to shape the rough blade inserted at the bottom.



MacDonald Brothers Aircraft in Winnipeg, Manitoba, produced the Anson Mark 5 Aircraft under license from the Avro Aircraft Company and the Federal Aircraft Agency.

CLASS "A"

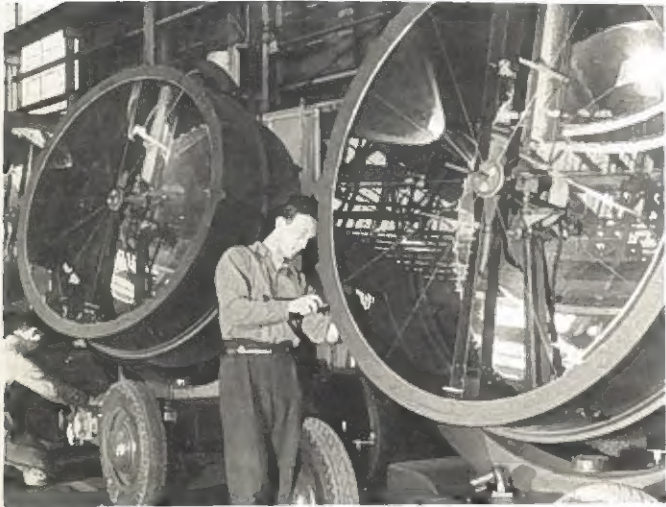
Suggestions accepted which relate to the employee's own job, and which result in a saving of Productive Material in current use and/or Productive Labor, resulting in increased production above the standard established for the job at the time the suggestion was made.

In such cases, the employee will be given an award equal to the value of the savings in Productive Material and/or Productive Labor for a period of two (2) months. The award to the employee making the suggestion shall not exceed \$750.00 (Purchase Value).

Model Employee Suggestion Plan, p. 8

WARNING	AVERTISSEMENT
IT IS STRICTLY PROHIBITED TO TAKE ANY ARTICLES OF THE FOLLOWING NATURE INTO THE DANGER BUILDINGS	IL EST FORMELLEMENT DEFENDU D'AVOIR EN SA POSSESSION DANS LES BATISSES DANGEREUSES LES ARTICLES SUIVANTS
1-MATCHES, OR LIGHTERS.	1- ALLUMETTES OU BRIQUETS
2- TOBACCO, PIPES OR CIGARETTES.	2- TABAC, PIPES OU CIGARETTES
3- EXPLOSIVES OR CHEMICALS.	3- PRODUITS CHIMIQUE ET EXPLOSIFS.
4- DANGEROUS OR INFLAMMABLE LIQUIDS.	4- LIQUIDES INFLAMMABLES
5- KNIVES, SCISSORS, FILES OR OTHER METALLIC ARTICLES	5- COUTEAUX, CISEAUX, MEULES ET AUTRES ARTICLES METALLIQUES
6- FOOD, CANDY, GUM OR PARCELS.	6- NOURRITURE, SUCRE, GOMME, ETC.

Factory regulations



Each of these coastal defence searchlights manufactured by General Electric in Peterborough, Ontario was rated at 800 000 cd.

NATIONAL SELECTIVE SERVICE REGULATIONS

Subject to exceptions which are explained on the back of this sheet.

1. No employer may lay off an employee without giving him or her seven days' notice in writing;
2. No worker may quit his or her job without giving the employer seven days' notice in writing;
3. No employer may interview for employment, or employ, any person unless the person has a permit to seek employment;
4. Whenever a worker lawfully leaves a job the employer must give him or her a notice of separation;
5. When a worker presents a separation slip to a Selective Service Office, he will receive a permit to seek employment. He must not seek employment without this permit.

FOR DETAILED INFORMATION READ THE BACK OF THIS POSTER.

September 1st, 1942

The Course of the War...

for the Canadians...

for the Allies

1939

First convoy leaves Canada

First Canadian Division arrives in England
BCATP Agreement is signed

Britain and France declare war on Germany.

1940

Atlantic ferry begins
First Canadian graduate from BCATP
Battle of the Atlantic

Norway surrenders to Germany
Evacuation of Dunkirk
France surrenders to Germany
Battle of Britain
German bomber-attacks on England

1941

Banting killed in air crash
Hyde Park Declaration
Canada takes over convoy duty in Northwest Atlantic
Canadians invade Spitsbergen
Wage and price controls announced
Canadians defeated in Hong Kong

Greece surrenders to Germany
Bismarck sunk
Germany invades Russia
Japan attacks Pearl Harbour

1942

Japanese Canadians ordered to leave West Coast
Battle of the St. Lawrence
Vancouver Island shelled by Japanese submarine

Japan expands into Southwest Pacific
First 1 000-bomber raid on Germany
Battle of El Alamein
Battle of Stalingrad
Allied invasion of North Africa.

1943

Dambusters destroy Ruhr Dams
Battle of the Atlantic over, U-boats withdrawn
Canadians invade Sicily
Canadians occupy Kiska
Canadians invade Italy

German surrender at Stalingrad
Allies victorious in North Africa
Invasion of Sicily
Invasion of Italy

1944

Canadian forces
... break Hitler line
... land in Normandy
... take Caen
... take Falaise
... break Gothic Line
... enter Dieppe
... assault the Po Valley
... take Calais & Antwerp

Americans bomb Japan
Normandy invasion
Paris liberated
V-2 rockets hit London
Americans take the Philippines

1945

... leave Italy for Europe

BCATP terminated
Holland liberated
Link up with Russians

Russia takes Warsaw
German army in full retreat
Fire-bombing of Dresden
Allies cross Rhine
Hitler commits suicide
Russians take Berlin
Atomic bombs dropped in Japan

CANADA'S SIX

Japanese Canadians ordered to evacuate the coastal areas of British Columbia, Feb 26, 1942.

Canadians give Mackenzie King authority to impose conscription for overseas service, April 27, 1942.

Canada declares Nazi, Fascist, and Communist organizations illegal on June 5, 1940.

Canadians assist the United States in constructing the Alas Highway from Dawson Creek, British Columbia to Fairbanks, Alaska, 1942-1943.

Union of Soviet Socialist Republics (neutral in the Far East until August 8, 1945)

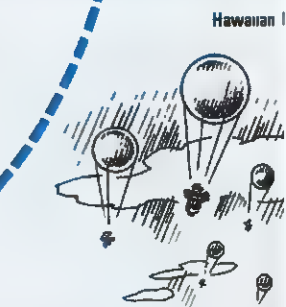


British and Canadian forces surrender to the Japanese at Hong Kong on Christmas Day, 1941. Of the 1 975 men who left Canada, 557 did not survive.

Extent of Japanese Expansion

Over 7 000 Canadian airmen served in both the RAF and the RCAF in Southeast Asia. Their theatre of operations included China, India, Thailand, Burma, Malaya, Ceylon and the Indian Ocean.

A joint USA-Canadian force attacks Kiska only to discover that the Japanese had evacuated the island a week earlier. Nevertheless four Canadians were killed, August 15, 1943.



Balloons carrying bombs from Japan land in the Rockies and the Prairies



RCAF squadron leader prevents a second Pearl Harbour by warning the US of a Japanese fleet heading for Ceylon, April 4, 1942.

Enlistments in Canada's Armed Forces

Army	730 625
Air Force	249 624
Navy	106 522

Fatal Casualties

Army	22 910
Air Force	17 047
Navy	1 981

Population of Canada

1911	7 206 000
1939	11 267 000

Canadian Troops Sent Overseas

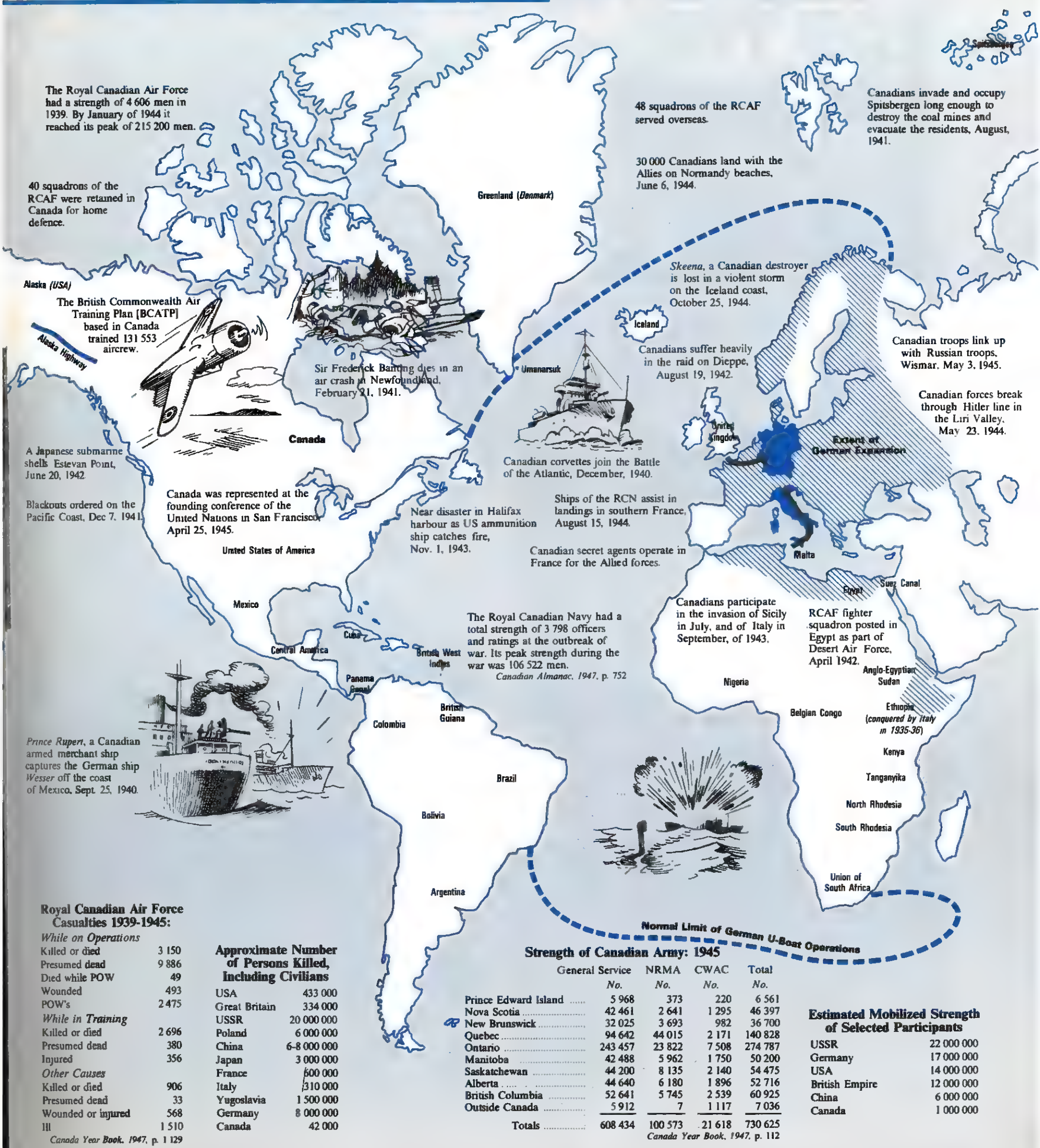
1914-18	418 052
1939-45	411 052

Canadian Army Casualties

	1914-18	1939-45
Fatal	56 638	22 910
Non-fatal	141 418	57 840

Canada Year Book, 1947, p. 1120

YEARS OF WAR: 1939-1945



THE BATTLE FOR THE ATLANTIC:

"Our ships in convoy were not so fortunate; their long hulls, riding high in the water, were unmanageable in the frightful wind. The convoy dispersed, disintegrated, as each ship steered as best it could. In the grey light of a stormy dawn, I sighted the rescue ship, a little coastal passenger vessel that had once carried holiday-makers to British resorts; from her bridge a red Aldis lamp began to blink a signal to us. A great sea intervened, blotting her from sight; when it passed, she was nowhere to be seen. She had simply been engulfed, and weighted down with ice, had sunk in an instant."

"During that day and night we lost three other merchantmen, great, ocean-going ships that had accumulated such enormous weights of ice that they had simply toppled over and had been engulfed by the tremendous seas. Their crews were too small, in that freezing blast, to remove the vast areas of ice, and their hulls were too long for the ships, encumbered as they were, to be manoeuvred in the giant seas. All of them sank like a stone; we survivors, merchantmen and escorts alike, were powerless to lift a finger to help."

J. Lamb, *The Corvette Navy*, p. 119



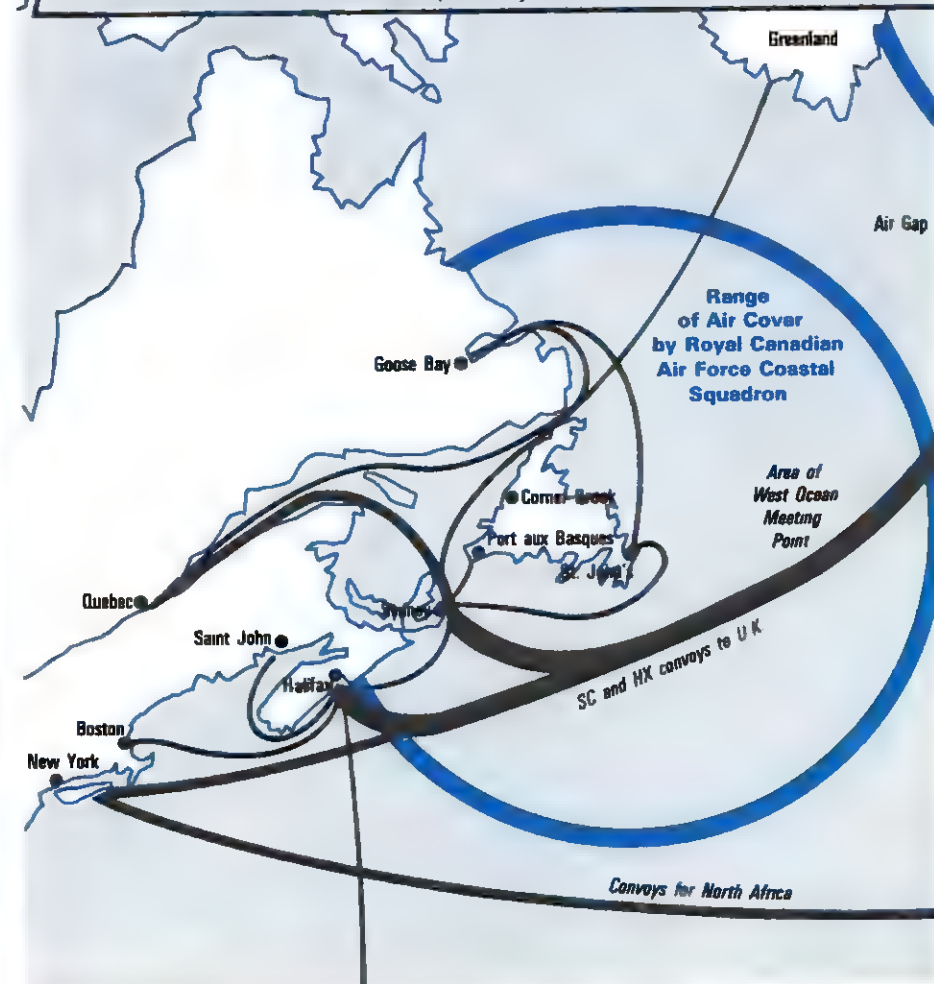
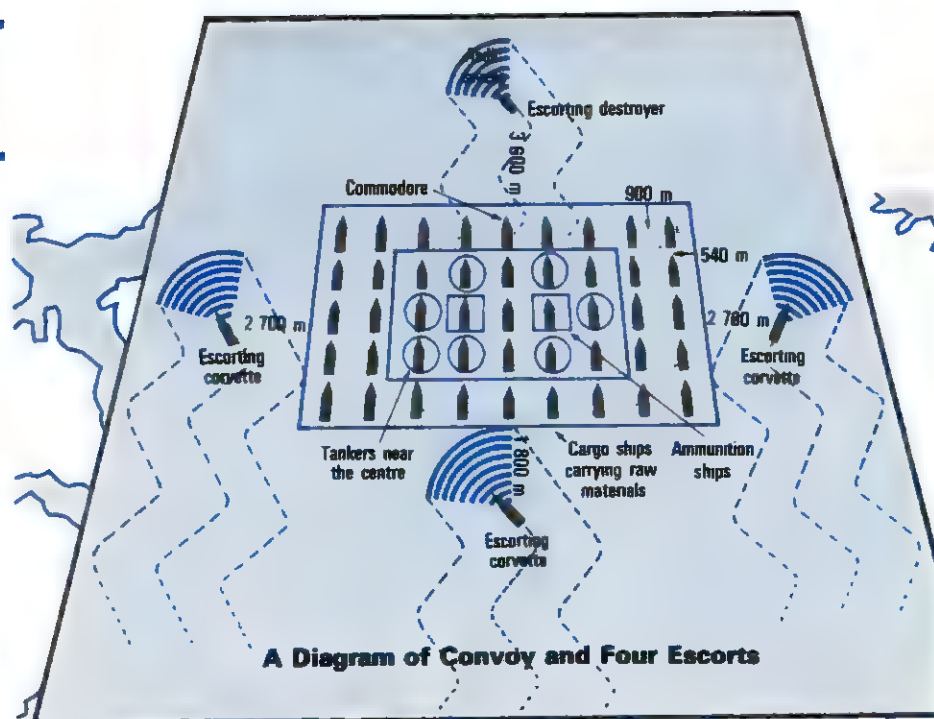
Bedford Basin provided a sheltered haven for convoys awaiting their departure. The Basin along with Halifax Harbour provided the Allies with an ice-free port with rail access to the agricultural and industrial centres in the rest of Canada. It took several hours for a convoy to leave the harbour; because this usually took place during daylight, coastal command provided air cover to prevent U-boat attacks.

The speed of the main body often had to be reduced to prevent old crocks from becoming stragglers—prime targets for U-boats in the eastern Atlantic. In August 1940, therefore, slow convoys were instituted, and Sydney, Cape Breton, became their rendezvous so long as that harbour was free of ice.

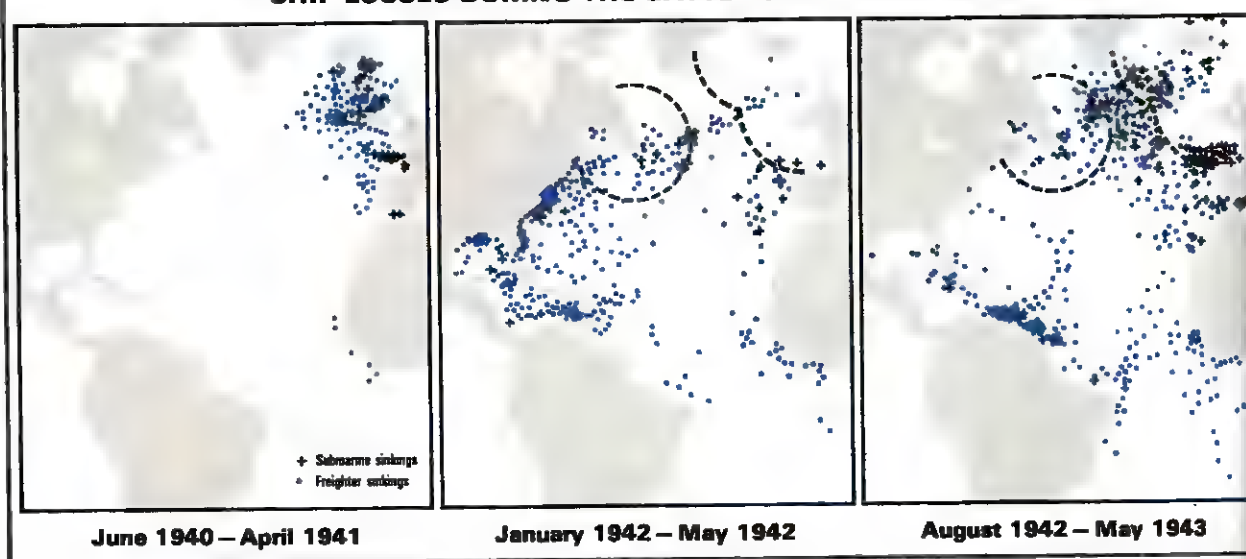
W. Douglas and B. Greenhouse, *Out of the Shadows*, p. 63

Since April 1944, a War Service Bonus amounting to 10 per cent of total earnings has been payable by the Government, at the end of each 12 months of actual service, to merchant seamen who agree to serve for two years or for the duration of the war, whichever is the lesser. They are also entitled to two days' leave per month, with pay, at the end of each year; low-cost rail transportation home and back to port; and basic pay for sickness or injury up to 12 weeks. About 5 600 seamen are now working under this type of agreement.

Canadian Affairs, July 28, 1945, p. 11



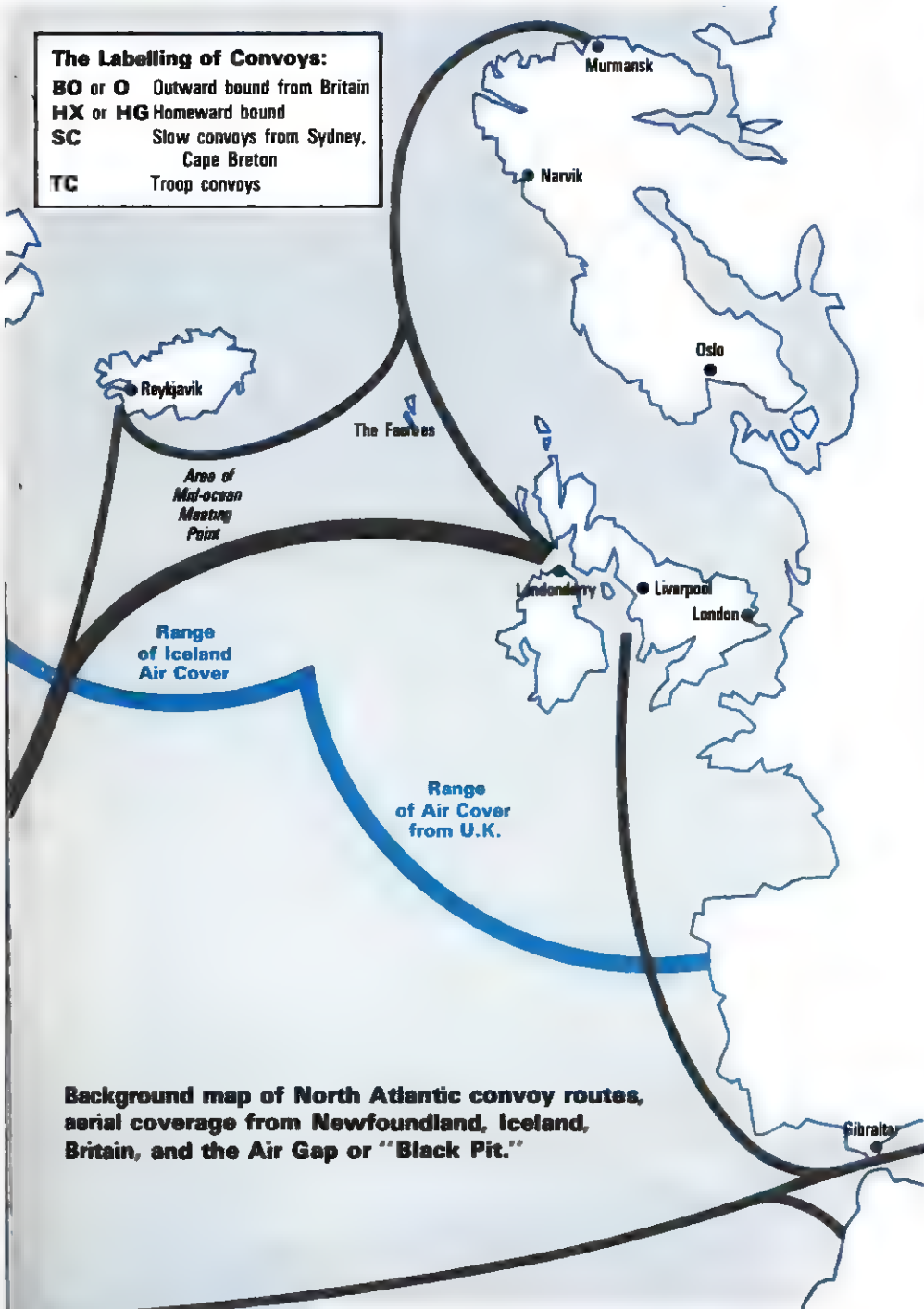
SHIP LOSSES DURING THE BATTLE OF THE ATLANTIC



CONVOYS...

The Labelling of Convoys:

BO or O Outward bound from Britain
HX or HG Homeward bound
SC Slow convoys from Sydney, Cape Breton
TC Troop convoys



Background map of North Atlantic convoy routes, aerial coverage from Newfoundland, Iceland, Britain, and the Air Gap or "Black Pit."

Germany had a total of 1 149 U-boats during the Second World War. However, Admiral Dönitz's diary records that by January of 1942 only 91 were operational, and of these it was impossible to have more than 10 or 12 on station attacking the convoys.

The largest convoy consisted of 167 ships, and carried 1 000 000 t of cargo. Escorted by Canadian ships, no vessels were lost.

By 1945 there were more than 45 300 registered Canadian seamen. 900 were lost or killed, 600 while on ships of Canadian registry.

Canada at War #34, p. 19



Convoys travelling the speed of the slowest freighter were "sitting ducks" for the Wolf Packs of U-boats that roamed the North Atlantic.



"The Merchant Marine," Canadian Affairs, July 28, 1945, p. 7



Merchant seamen in mess deck

"The real heroes of the Battle of the Atlantic were the officers and men of the Merchant Service; everyone who served at sea knows that. Even the name, 'Merchant Service', was a misnomer; these men served in no organized force, wore no uniforms, earned no recognition or awards. They were civilians, and although they earned a far higher rate of pay than any naval man, no wage scale could possibly have recompensed them for the hardihood and endurance which kept them at sea, in helpless and often inadequate ships, in defiance of the terrors of the wartime North Atlantic."

J. Lamb, *The Corvette Navy*, p. 43

"I finished this voyage with the sober realization that it was the merchant seamen who took the real onslaught of the enemy at sea. Their ships could hardly fight back against the elusive submarine and, due to their ponderous bulk, could not manoeuvre quickly to avoid their attacker. They always presented the best targets.

"The men who lived in these ships could not have been unaware of their vulnerability. They pushed their ships along, never knowing when they would be singled out for extinction. In convoy they had little knowledge of how the enemy was deployed, and not much more when travelling alone. They lived, as it were, on the edge of a volcano. The constant suspense must have been awful."

A. Easton, *50 North*, p. 94

17 593 ships sailed from Halifax in convoys between 1939 and 1945.

Gales come almost as a relief because they break up the fog, then, however, the sea and swell often build up to heights of more than 18 m and the danger of collision or grounding gives way to other perils.

W. Douglas and B. Greenhouse, *Out of the Shadows*, p. 59

The Rules of War, as laid down by The Hague Convention, denied the right of any warship to sink any unescorted merchant ship without warning, or indeed to sink any without first visiting and searching it to decide whether its cargo was contraband. Even then the crew had to be ensured a safe means of reaching land, for which purpose the ship's lifeboats were not considered sufficient. Clearly submarines, which became highly vulnerable as soon as they surfaced and could not possibly accommodate the crew of any merchant ship they decided to sink, were gravely handicapped in any action against sea-borne commerce. In fact, if they held to the Rules of War, they could not be so used.

D. Macintyre, *The Battle of the Atlantic*, p. 17

Over 7 000 ships damaged in the Battle of the Atlantic were repaired at Halifax.

Otto Kretschmer of the German navy was the top U-boat ace. He sank 44 ships totaling 270 908 t.

B. Pitt, *Battle of the Atlantic*, p. 66

Merchant Ship Losses on the Atlantic in Tons

1939	766 799
1940	3 713 165
1941	3 348 808
1942	6 249 052
1943	461 034
1944	344 494
1945	372 740
Total	15 256 094

...AND CORVETTES

"Battles might be won or lost, enterprises might succeed or miscarry, territories might be gained or quitted, but dominating all our power to carry on the war, or even keep ourselves alive, lay our mastery of the ocean routes and the free approach and entry to our ports. . . . The only thing that ever really frightened me during the war was the U-boat peril."

— Sir Winston Churchill

The Battle for the Atlantic was considered won by May 24, 1943. It had been waged for 45 months from the outbreak of war.

At the outbreak of war the Canadian Navy consisted of about 3 000 men and 11 fighting ships.

By July 1941 there were 900 Canadian naval personnel at St. John's; three years later the figure stood at 5 000.

D. Goodspeed, *The Armed Forces of Canada 1867-1967*, p. 185



Winter ice was often so thick that the ship became top heavy. To reduce the risk of rolling over, the crew would chop the ice away—sometimes in rough weather.



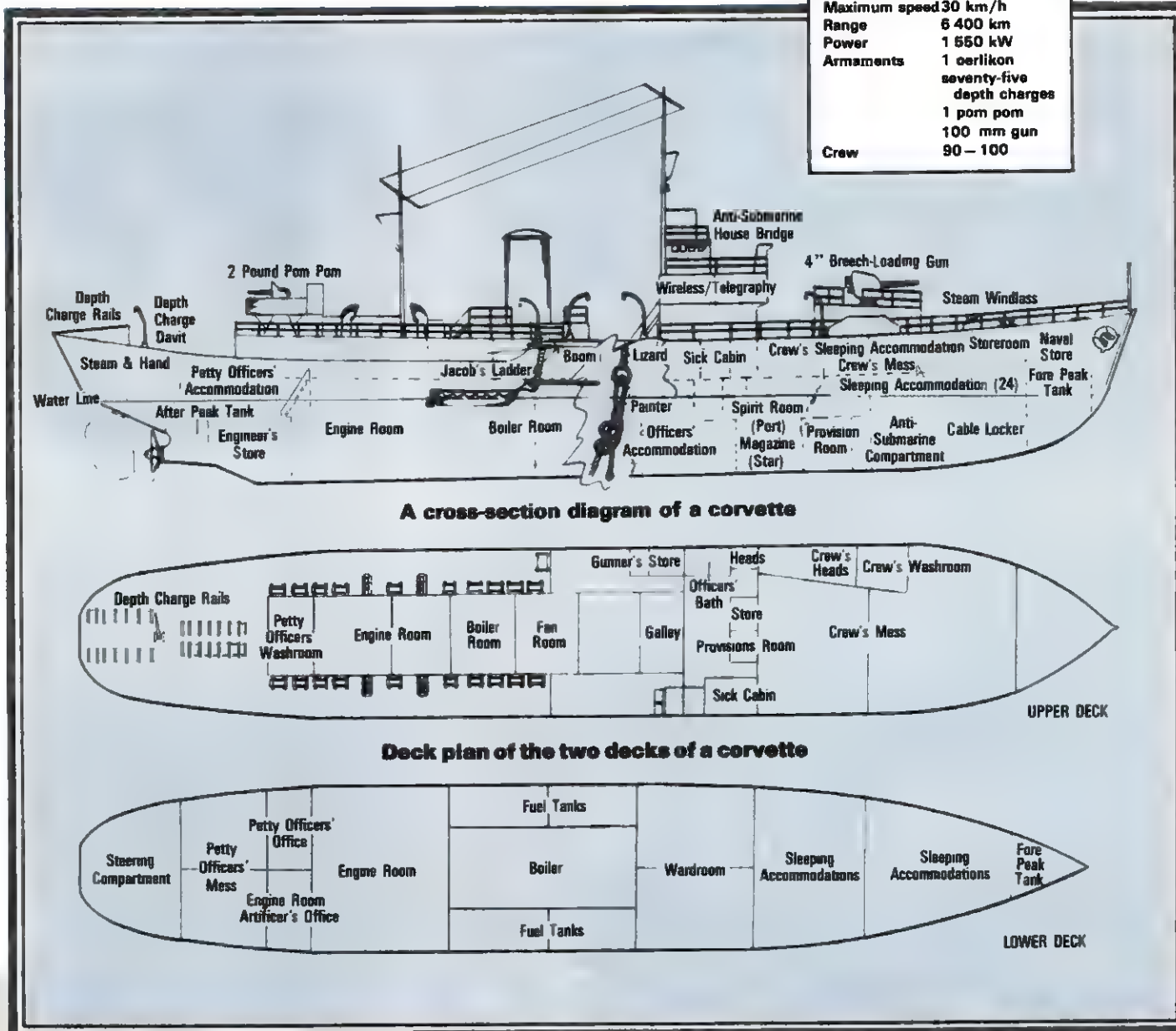
HMCS Comox at Halifax, October, 1940.

"The messdecks of a corvette in bad weather are indescribable; it would be difficult to imagine such concentrated misery anywhere else. Into two triangular compartments, about 10 m by 6.7 m at their greatest dimensions, are crammed some sixty-odd men; each has for his living space—eating, sleeping, relaxing—a seat on the cushioned bench which runs around the outside perimeter of each messdeck. There is a locker beneath the seat for his clothing, and a metal ditty-box—something like an old-fashioned hatbox—holds his personal things in a rack above. The space where he slings his hammock—carefully selected by the older hands and jealously guarded—is 46 cm beneath the deck-head, or another hammock, which are slung in tiers between stanchions and beneath pipes, wherever there is room. Most of the deck space is taken up with scrubbed deal tables, one to each mess, where you eat or write or play interminable games of cards."

J. Lamb, *The Corvette Navy*, pp. 23-24

Corvette Specifications

Length	58 – 62 m
Beam	10 m
Draught	4.6 m
Displacement	1 200 t
Fuel capacity	200 t
Maximum speed	30 km/h
Range	6 400 km
Power	1 650 kW
Armaments	1 6erlikon seventy-five depth charges 1 pom pom 100 mm gun
Crew	90 – 100



Stewards poured water on the tablecloths to prevent the dishes from sliding off the table.

"It was impossible to cook at sea half the time because of the motion of the ship. Even though you had guards to hold the pots on the stove there would be times when we had to depend on bully beef, hard tack and red lead, [that's canned tomatoes]. Red lead was what you used to paint the ship. Bully beef was corned beef, and hard tack was unleavened sea biscuits."



Mess deck of HMCS Tamsak

"The unfortunate ship which had been hit was loaded with iron ore and sank within two minutes. Searching for the U-boat, we passed survivors who were scattered in the icy water, each with his red light burning. Some were on rafts, some were alone, but no boats had survived. It is my most painful memory of the war that we had to shout encouragement, knowing well that it was unlikely that they would ever be picked up.

"It was an appalling decision to have to make, to stop or go on: but by leaving her place in the search, the ship would leave a gap through which more attacks could be made and more men drowned. We had to go on. After a search plan had been completed I sent back the *Pink* to look for survivors but she failed to find them and after four hours' search I had to recall her to her station. . . .

"I could not stop thinking of the men in the water astern and only after the report of the next attack had come in was I able to achieve proper concentration again."

D. Macintyre, *The Battle of the Atlantic*, p. 185

"You had to learn to ride a hammock like a horse. The motion of a corvette is unbelievable. You're not only going backwards, forwards, and sideways, but you're also going down, like in an elevator shaft. You never know when you are going to stop, and when the corvette hits the bottom of the trough of a big wave, the shock is tremendous. Frequently it will pull the hammock hook right out of the deck head and land you on the floor. It will also swing you sideways to the point where you are bumping against the deck head. I have seen more injuries from bad weather than I have from enemy action."

During six years of war over 106 000 Canadians enlisted in the Navy. The peak strength was 95 705.

Canadian warships conveyed 25 343 merchant vessels carrying 184 558 550 t of cargo to the United Kingdom

By June of 1944, the Canadian Navy provided all close escort for convoys from North America to Great Britain.

A fast crossing took 10 days: a slow one from 15 to 20 days.

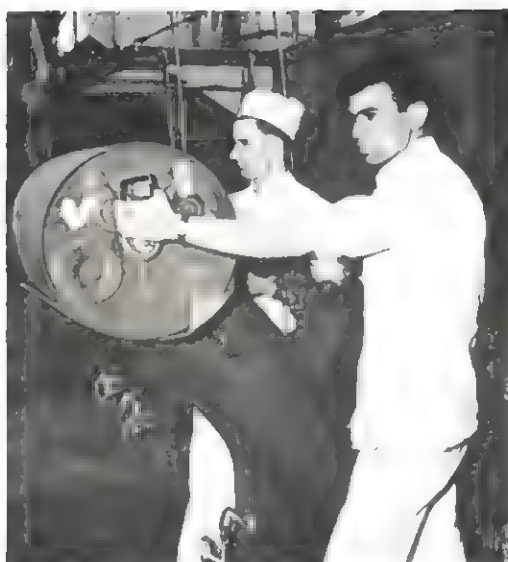
Only 31% of all German U-boats were destroyed by surface ships, but aircraft destroyed 45%.

By May of 1943, 2 190 ships had been sunk in the Atlantic alone.

RCN casualties

Wounded	319
Killed	1 981

A total of 31 Canadian warships were lost during the war.



This photograph illustrates the battle stations on a corvette when it was attacking a sub. All hands had their own post.



End view of a depth charge

A depth charge was 136 kg bomb that looked like an oil drum. It was rolled off the end of the ship or was ejected from the side by throwers. It could be set to explode at depths ranging from 6 to 152 m. To increase the chance of scoring a hit, depth charges were fired in a diamond-shaped pattern, but to be lethal it had to explode within 7.6 m of a U-boat. On occasion an exploding charge actually lifted the U-boat out of the water.

The RCN destroyed or helped destroy a total of 27 enemy submarines in all theatres of the war

Aircraft of the RCAF either destroyed or helped destroy 23 enemy submarines.

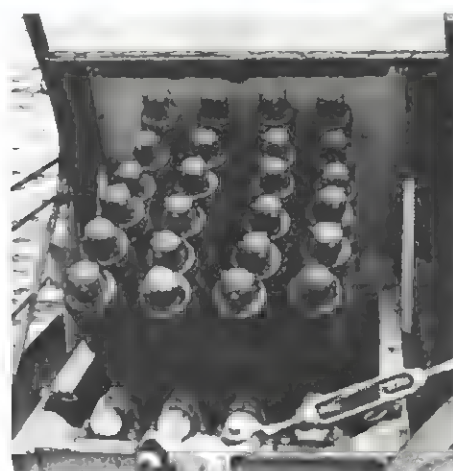


Each corvette was armed with two 40 mm oerlikons which were used as anti-aircraft guns and as a weapon against personnel on enemy ships if the gun could be depressed enough.

"One food that really bothered us was Brewster's Footballs. It was a hard brown bread bought in Londonderry and was very difficult to digest. When we got into Newfyjohn the first thing we did was buy white bread and eat it by the loaf, without even putting butter on it"

"The cook had a hard time keeping the eggs from resembling rubber mats. They would practically bounce. He cooked them and tried to keep them warm for a long time."

"Irish potatoes rotted after three days at sea, because of the dampness."



The hedgehog was a battery of twenty-four 29 kg bombs that were fired simultaneously to fall in an oval pattern around a U-boat. Armed with a percussion fuse, each bomb would explode only on contact, thereby confirming a hit and most likely a kill. The hedgehog was fired ahead of the corvette while the U-boat was held in the Asdic beam. Unlike the depth charge, near misses did not explode and disturb the Asdic contact. A second attack could proceed without interruption.



HMCS Trillium takes fuel from a British tanker at the rate of 53 t in 2 hours through a 6 cm canvas hose.

"Say, 15 or 20 days across, Halifax, to Londonderry—20 days if you had a few old tubbers doing 8 knots—and the smell just got worse and worse. No showers, you see. The navy rule, no showers on ships at sea. Not even for officers and P.D.'s. You could shave, but some never did and some kids were so young they never had to. Oh, I tell you, it was a grand life, great to be a sailor. The ship was a floating pigpen of stink. You couldn't get away from it. The butter tasted of it. The cooks used to bake bread every night and the bread smelled of feet and armpits. There must be something about eggs. They'd pick up the smell. Everything did, and that goes for meat too."

B. Broadfoot, *Six War Years*, p. 174

"Newfyjohn was a different world; as you arrived in harbour a signal lamp would flash you, along with berthing instructions, news of the night's dance or concert party. For the men, Mainguy established a rest camp where an exhausted crew could forget the sea in a lovely woodland setting, living in tents and huts and busying themselves with baseball and fishing and swimming, the forgotten recreations of civvy street. There were dances and shows and parties of one sort or another every night in the Caribou Hut or the Knights of Columbus Hall or elsewhere, especially laid on for the fellows from the ships, and the Salvation Army had something going every day for the sailor home from the sea."

J. Lamb, *The Corvette Navy*, pp. 58-59

Newfyjohn

CANADA: A SCHOOL FOR AIRCREW

"It is agreed between the Governments of the United Kingdom, Canada, Australia, and New Zealand that there shall be set up in Canada a co-operative air training scheme."

Prime Minister W. L. Mackenzie King

From the Link Trainer...

"But the big thrill of the I.T.S. was the Link Trainer. Even though it doesn't leave the ground it was the first sight of an aeroplane we got and thoughts of fighting in the clouds began to replace the monotony of barrack routine."

"The Link Trainer is a box-like contrivance shaped like an aeroplane that moves up, down, sideways and around very much like a plane in the air. It can spin and dive and even crash, and sometimes is so realistic as to make the nervous squeamy and sick. Moving about on its sockets inside a circular room with mountains, lakes and fields painted on the walls, the Link Trainer all but puts a man in the air."

"Take a course on that mountain and keep your air speed steady," orders the instructor, and the anxious ace clutches his stick and fiddles with his many gadgets as though his life depended on it. In this mock aircraft a number of recruits reveal a nervous tension that eliminates them right away from their chosen line of war effort. They strive too desperately to be perfect. Others relax and roam around the 10-foot Heavens as though they'd done it all their lives."

N. Smith, *The British Commonwealth Air Training Plan*, p. 11

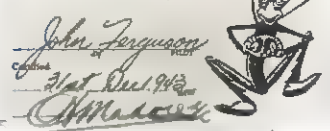
"The ABC of the 'stick'," he explained, "is that if you pull it back you move 'elevators' or moving fins on the tail and the nose of the plane rises. If you push it forward the nose drops and the plane dives. Push it to the right and the right wing will go down and the plane will bank. Push it to the left and the same thing occurs on that side. Moreover you can combine several of these moves in one motion, moving the stick much as though you are stirring porridge."

N. Smith, *The British Commonwealth Air Training Plan*, p. 13

AIRCREW

I've Gone Solo

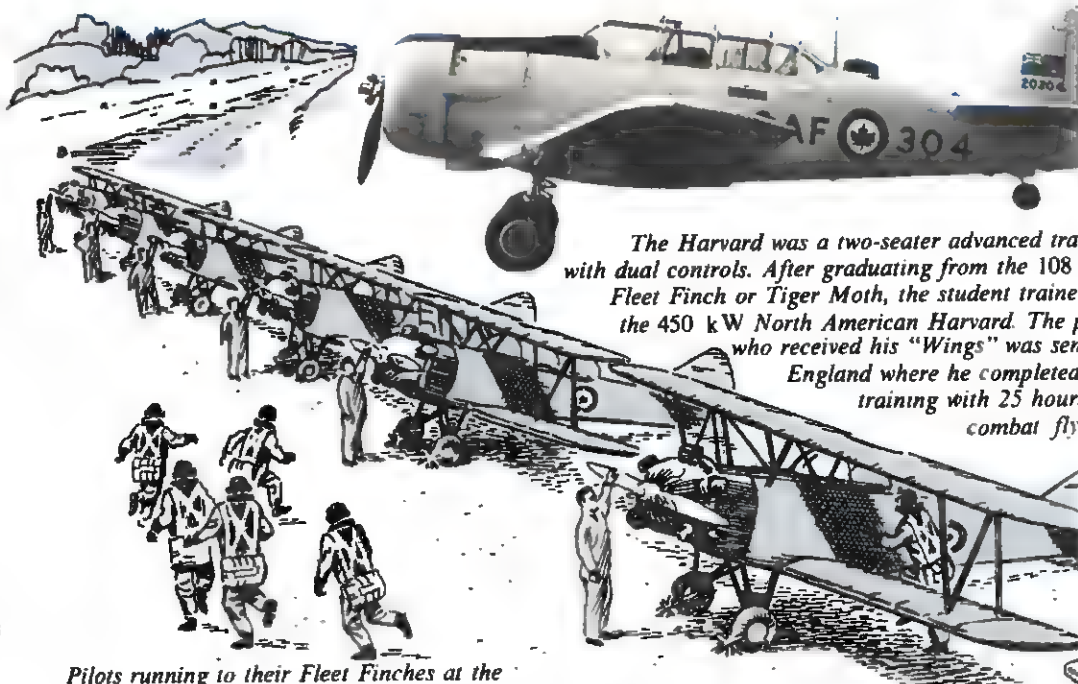
ed. 19 C. 9. 7. 8. Windsor, Man.



Upon successful completion of the 10-week course at the Service Flying Training School, the pilot received his "Wings." He became a Sergeant Pilot and his salary increased to \$2.70 per day plus \$1.00 per day flying pay.

To the Fleet Finch...

To the Harvard



The Harvard was a two-seater advanced trainer with dual controls. After graduating from the 108 Fleet Finch or Tiger Moth, the student trained in the 450 kW North American Harvard. The pilot who received his "Wings" was sent to England where he completed training with 25 hours of combat flying.

Pilots running to their Fleet Finches at the Elementary Flying Training School in Windsor Mills, Quebec.

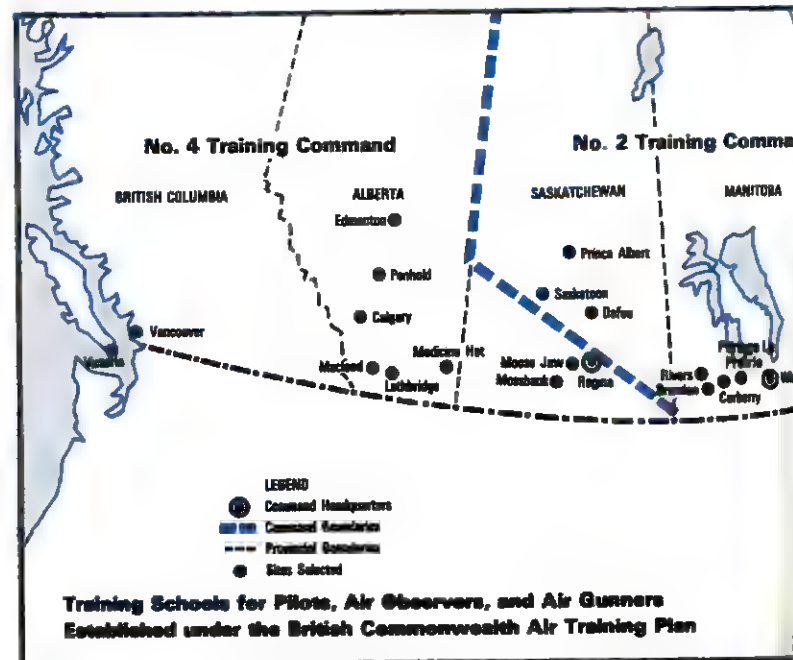
A Sickening Flight...

"I was at the controls for the first hour, and concentrating too seriously to be disturbed by the rough air which was causing the aircraft to lurch violently. Higham, the other pupil, was sitting behind me concentrating exclusively on the bumps. When the instructor said, 'Change over', I glanced over my shoulder and saw Higham, white-faced, looking at me with a glassy stare. As I moved to exchange places with him, he vomited where I had to sit for the next hour."

J. Morris, *Canadian Artists and Airmen*, p. 38



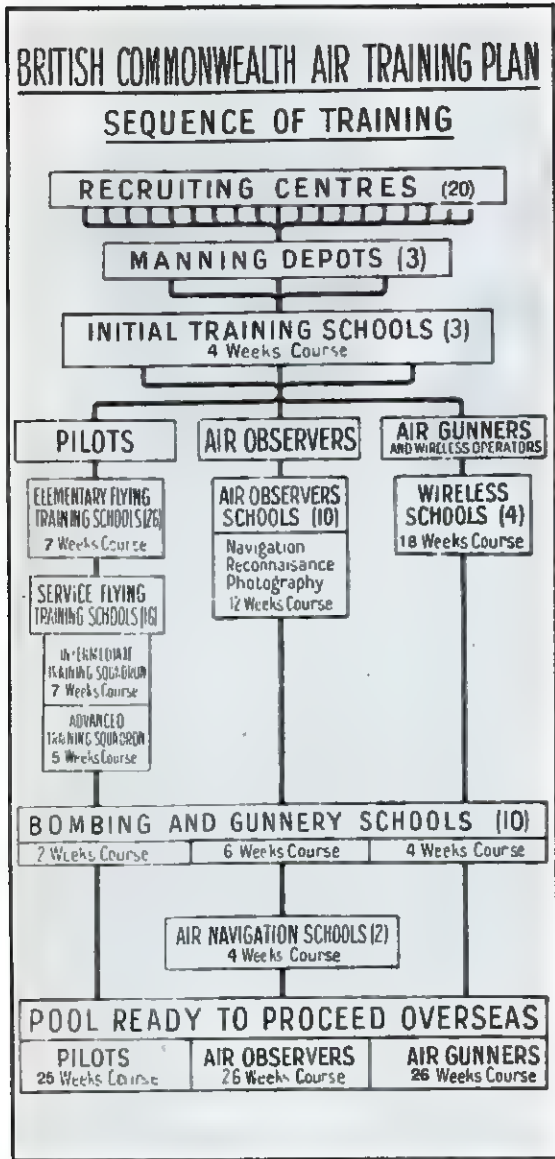
Coffee club in Virden, Manitoba



A Way Around Liquor Rationing

"Now, it was rationing, and you needed a permit. I'd tell my class to go down and get a permit for liquor and, you see, the classes were only for 10 weeks and the permits were good for a year, so there was a lot of time left and when they'd move on to the next station, you see, I'd get their permits. They'd give them to me, although some guys might sell them. Two bucks. Five bucks. So what? So there never was a time I didn't have 20 or 25 permits on me, and I'd buy mickys."

B. Broadfoot, *Six War Years*, p. 312



Before the war was over, Canada had the fourth largest Allied air force in the world. A total of 232 632 men and 17 030 women had enlisted. The RCAF had provided 40 squadrons for home defence and 48 squadrons for service in Europe. Nevertheless, there were actually more Canadians serving with the RAF than with the RCAF.

The AG mounted on a single wing was the appropriate and proud insignia of the air gunner.



The air gunner's crest

"I wished to be a pilot,
And you, along with me,
But if we all were pilots
Where would the Air Force be?
It takes GUTS to be a Gunner,
To sit out in the tail,
When the Messerschmitts are coming
And the slugs begin to wail.
The pilot's just a chauffeur,
It's his job to fly the plane;
But it's WE who do the fighting,
Though we may not get the fame.
If we must all be Gunners,
Then let us make this bet;
We'll be the best damn Gunners
That have left this station yet!"

N. Smith, *British Commonwealth Air Training Plan*, p. 21



Gun turret, Jarvis, Ontario

At its peak in 1943 the BCATP was graduating 3 000 students per month. Almost 50 000 pilots, 1 900 wireless operator-air gunners and 16 000 navigators received their training in Canada.

The 24 000 h of flying time logged by one Elementary Flying School easily surpassed the 1 200 h logged by the entire RCAF in 1932.

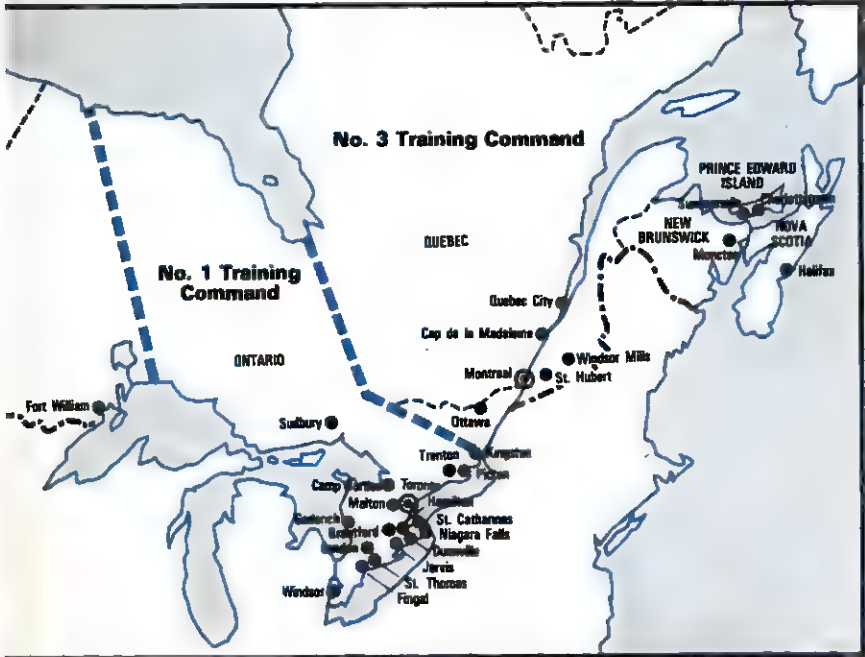
BCATP. King's Printer. 1940



Training on a bomb site at the Bombing and Gunnery School in Jarvis, Ontario.

The origins of the 131 553 aircrew trained by the BCATP

Canada	55%
United Kingdom	32%
Australia	7%
New Zealand	5%
Others	1%



During the latter part of the First World War, pilots began using parachutes; by the Second World War they were standard issue. At a training school in Virden, Manitoba, air force personnel demonstrate the proper packing procedures to ensure that the chutes would open easily.

The British Commonwealth Air Training Plan provided training for the following categories of aircrew:

Pilots	Flight engineers
Navigators	Wireless operators
Air bombers	Air gunners



Aviation pressure chamber

To accommodate the men and equipment and to provide sufficient instructional facilities, the BCATP authorized the construction of 494 hangars, 98 drill holes, and 5 476 other buildings, totalling 6 068.

RCAF Daily Pay Rate

Aircraftman	\$ 1.30
Graduate Initial Training School	1.50 + .75
Graduate Service Flying Training School	2.70 + 1.00
Pilot Officer	4.25 + 2.00

Personnel required for instruction and maintenance of the Air Training Schools:

Officers	2 686
Airmen	30 366
Civilians	4 924
Maintenance	1 022
Total	39 003

It cost approximately \$21 000 to train a pilot.

"It is at the I.T.S. that the aircrew recruits get that little white ribbon sewed on their caps, 'a mark of distinction we boasted over the landlubbers.' But some of them weren't so sure about it all when they were slapped into the decompression chamber the Banting Institute has developed to test their airworthiness. Together with the Institute the R.C.A.F. has gone a long way with its Clinical Investigation Unit. The decompression chamber used at I.T.S. can simulate conditions at 7 620 m to the student, with or without oxygen, can make him dive or rush skyward. The small proportion that will always be air sick are in this way weeded out. Others with physical weaknesses are closely watched. This machine teaches the students how to act under most conditions they will face—to blow their nose to fight off increasing air pressure, for instance—and there is another new affair called electroencephalography that can test what the brain will do under pressure just as the electrocardiograph can test the heart."

N. Smith, *The British Commonwealth Air Training Plan*, p. 11

FIGHTERS...

DICK AUDET

F/L R. J. "Dick" Audet had the distinction of becoming an ace [five victories]—the first time he ever met the enemy in combat. On December 29, 1944, the Alberta-born son of French-Canadians from Quebec, shot down two Messerschmitts and three Focke Wulfs in only ten minutes. On March 3, 1945, Audet was shot down by anti-aircraft fire and killed while on a low-level strafing run.

Spitfire I Specifications

Wingspan	11.2 m
Length	9.1 m
Height	3.5 m
Wing area	22.5 m ²
Weight loaded	2 395 kg
Fuel capacity	386 L
Maximum speed	582.6 km/h
Climb rate	762 m/m
Ceiling	10 668 m
Combat range	636 km
Maximum range	925 km
Power plant	Rolls Royce engine
Armaments	eight 7.7 mm Browning machine guns with 300 rounds each.



Flown by the RCAF's No. 1 Squadron as well as by the RAF, the Hawker Hurricane was the backbone of England's defence during the Battle of Britain. While it was not as fast as the Spitfire, it had a higher climb rate and had greater manoeuvrability. 1 400 of the 14 000 were built in Canada.

A Spitfire in the RCAF's 401 Squadron claimed the first victory of a jet, the Messerschmitt 262 on October 5, 1944.



SECOND WORLD WAR ACES	No. of Kills
Erich Hartmann (Germany)	352
Johnnie Johnson (Great Britain)	38
Richard Bong (USA)	40
George Beurling (Canada)	29
S. Skalski (Poland)	18
Dick Audet (Canada)	11

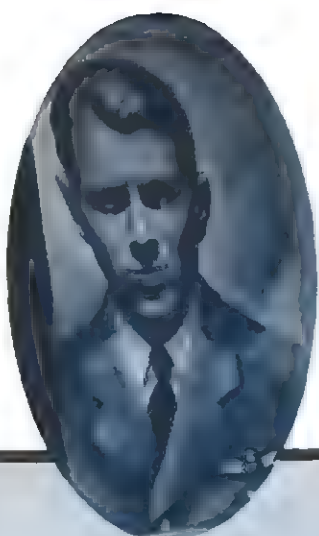


By 1940, two of the Browning machine guns on each side were replaced with a 20 mm cannon armed with 120 rounds. Sometimes one of the cannons would jam causing the plane to veer off to the same side.

More than 22 000 Supermarine Spitfires in over 22 variations were built during the Second World War. By 1945 its range had increased by 160 km, its ceiling by 4 572 m and its power by 100%.



Pilots "scramble" to their Hawker Hurricanes; England, July, 1942



AND FIGHTER PILOTS

"I have seen the Mosquito fly on one engine, do manoeuvres, rolls, and loops."

"Screwball" Beurling

Buzz Beurling

Beurling first flew at the age of nine, when a pilot at the airport near his home took him up "for a flip" in exchange for chores performed around the hangars. Later, he started building model aircraft and selling them to his friends. As soon as he earned \$10, he spent it on flying lessons. He first took over the controls of an airplane at fourteen and had soloed at sixteen. While his parents did not discourage him, his father refused to give him money to be "wasted" on his single passion. He received his pilot's licence just before the war and, in 1939, passed an examination for a commercial licence. The licence itself was refused because he was considered too young for commercial flying.

E. Cosgrove, *Canada's Fighting Pilots*, pp. 156-57

He determined to set out for China, then engaged in a bitter conflict with Japan; he had heard that pilots were desperately needed, and that the Chinese were not too particular about age limits. He crossed the border into the United States, heading for San Francisco with the idea of working his passage to China—but he was quickly arrested as an illegal immigrant and sent back home.

R. Jackson, *Fighter Pilots of World War II*, p. 72

Beurling's success was attributable to three things in the main: his phenomenal eyesight, brilliant marksmanship and the fact that he preferred to do things his own way, rather than by the book. Since he was only an 'average' fighter pilot his eyesight was undoubtedly his most valuable asset, in this dangerous game where the ability to spot the enemy first was of life-or-death importance. Beurling's large, pale-blue eyes were his most striking feature, and he carried out constant exercises to improve his sight. One of these involved making a series of tiny pencil marks on the crew-room wall; he would sit in an armchair, facing the opposite way, then suddenly swivel round and try to locate the marks as quickly as possible. His eyesight, in fact, attained such a degree of perfection that he was usually able to state with absolute certainty how many cannon shells he had put into an enemy aircraft, and where they had struck home.

R. Jackson, *Fighter Pilots of World War II*, p. 68

A combination of attributes placed Beurling in front of the rest. He was an outstanding shot, getting the very most out of his Spitfire as a superbly steady gun platform. It was an art which he had perfected with practice and infinite patience after intense technical study. I used to wonder sometimes how good he would have been at driven partridges in November.

D. Bader, *Fight for the Sky*, p. 157

IMMEDIATE READINESS

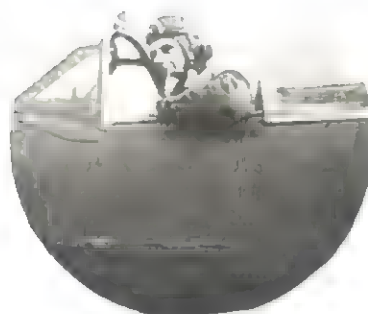
"When there was warning of an impending attack, we would sit at the end of the runway strapped into the cockpit ready for instant take-off."

On his return from a low-level bombing straffing run over Yugoslavia, this Spitfire pilot clipped off a telephone pole, and held it in the leading edge of the wing, behind the arc of the propeller, with the wires trailing behind—while he held to his course. Some time later, when he was passing over the Adriatic Sea, the telephone pole, wires and all, fell free from the wing.



Possibly the most versatile plane in the entire war was the DeHaviland Mosquito. Made from wood, it was used as a day- and night-fighter, a pathfinder, a low- and high-level bomber, a photo-reconnaissance plane, a day- and night-bomber, and a high-speed transport. Initially designed as a bomber, it had no armaments because its speed was greater than that of existing fighters. 1 032 of the 7 781 that got into service were built in Canada

RAF 249 Squadron based in Malta was composed mostly of Canadians, but it also included Australians, New Zealanders, Welshmen, Scotsmen, South Africans, and Kiwis. Hughie the Kid, a Canadian pilot, is awaiting take-off.



The pilot placed his life in the hands of his armourer, fitter and rigger. Regular checks of the guns, ailerons, and body, were essential for safe combat. A pilot of the famous 249 Squadron based in Malta poses with his ground crew.

DeHaviland Mosquito Specifications

Wingspan	16.5 m
Length	12.5 m
Height	4.7 m
Wing area	42.18 m ²
Weight loaded	9 344 kg
Maximum speed	608 km/h
Climb rate	822 m/m
Ceiling	8 534 m/m
Range	2 253 km
Armaments	4 - 20 mm cannons
Bomb load	907 kg

PIN-UPS

"We wrote letters to movie-stars asking for pin-up photographs. Betty Grable, Lana Turner, Barbara Stanwyck and all the rest sent us their pictures."

"We learned that we had to depend on each other if we wanted to come out alive. We didn't care what a person's colour or religion was. The most important thing was to be reliable."

Canada supplied 48 squadrons of aircraft for overseas service and 40 remained in Canada for home defence.

With the aid of drop tanks, the longest flight ever made by a Spitfire was from Newfoundland to Ireland.

Deflection Shooting

By then he had earned the nickname "Diamond Eyes," because of his unerring accuracy. He became the recognized dean of deflection shooting. Deflection shooting depends on the adjustment of the angle of fire to compensate for the speed of a moving target. The pilot must calculate how far ahead of a speeding enemy aircraft he must aim if his bullets and his opponent's plane are to meet. The planes were fitted with gyro gunsights, which anticipated the angle of fire and helped a pilot make this calculation. But Beurling found the special sights unnecessary. So swift were his calculations, and so keen his eye, that fellow pilots said this young sergeant pilot carried his gunsight in his head.

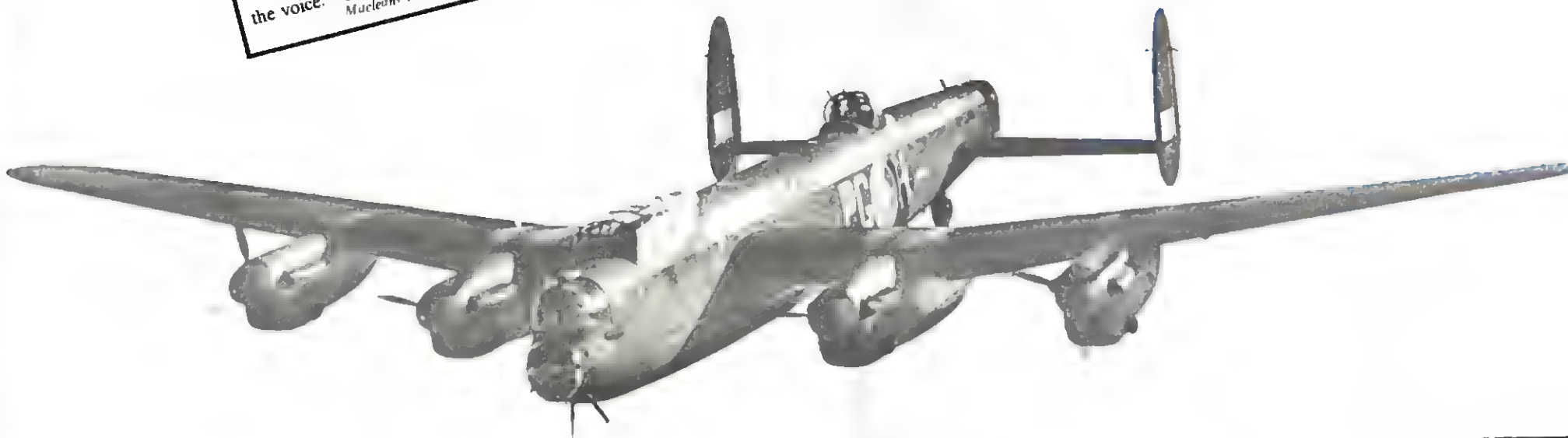
Beurling liked to hoard his bullets during a fight. When he said: "I lined him up and gave him a squirt," it usually meant another victory, for few of his bullets missed their mark. Beurling's combat reports were models of detail. He not only described the action, but often told exactly where and how many of his cannon shells and bullets had struck home. Once he claimed a probable and stated that five of his cannon shells had gone into the cockpit of the enemy plane. Shortly afterwards, a report came through that an Italian aircraft had crashed during a raid that day. Investigation revealed five cannon holes, just where Beurling had described them.

E. Cosgrove, *Canada's Fighting Pilots*, pp. 168-69

Phoney Talk—Dr Goebbels had put in a long-distance call from Berlin to Cologne just when the Cologne raids had reached their peak.
 "Hello," said Goebbels. "This is Berlin West calling."
 "This," said a voice at the other end, "is what's left of Cologne."
 "I must be connected with the wrong party," said Goebbels.
 "All of us have been, since 1933," said the voice. —Guelph Mercury.
Nucleon Magazine, Mar. 1, 1944, p. 51

RAIN OF DEATH

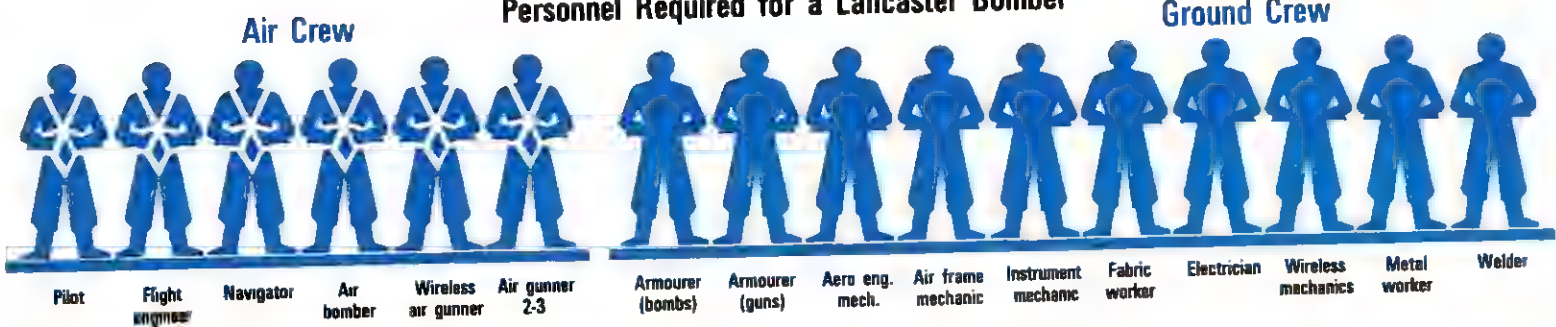
The Lancaster bomber was made from 55 000 separate parts.



The Lancaster was the most successful bomber of the entire war. It was capable of striking at targets in the heart of Germany and returning to home base with heavy damages, including the loss of one, two, or even three engines. 7 374 were built during the war

Lancaster Bomber Specifications	
Wingspan	31 m
Length	20.7 m
Height	6.1 m
Wing area	120.4 m ²
Weight empty	18 597 kg
loaded	24 040 kg
overload	29 483 kg
Fuel capacity	13 400 L
Maximum speed	443 km/h
Maximum range	4 828 km
Power plant	4—12 cylinder Rolls Royce engines 1 036 kW each
Armaments	8—7.7 mm Browning machine guns—total of 4 500 rounds
Bomb load	normal 6 350 kg maximum 9 979 kg
Crew	7 men

Personnel Required for a Lancaster Bomber



The Bombs We Dropped



THE DRESDEN RAID: 66 CANADIAN AIRCRAFT PARTICIPATE IN THE FIRE-BOMBING OF DRESDEN.

"I participated in the Dresden affair, which was a terrible thing. fire raid. I understand there were about 135 000 or so people killed that raid.

"We carried incendiaries over Dresden, and the Pathfinders leading us into places where major fires hadn't started yet. I think there would be a patch over here, say some residential area, and Pathfinder pilots would scoot over there and drop their markers. It was wholesale destruction of a city, using the latest in city-burning techniques.

"It was indescribable! When we saw the photos two days later, it was dreadful. Dreadful. It was then that I felt we'd all been had. I thought it was a pretty... Dresden was an unarmed city. Maybe a couple of battalions of home guards or Boy Scouts or something, and there was no military justification for that. As far as I've ever been able to find out later, I was right. A straight political destruction of the city for tactical advantage. The straight politics of destruction."

B. Broadfoot, Six War Years

BOMBER SQUADRON

"Why did you stay in the Royal Air Force instead of transferring to the Canadian Air Force when it was formed?"

"I had more freedom. If I got into trouble with the RAF I could say, 'I cannot accept your punishment.' " Rather than cause friction between governments such cases were dealt with leniently.

The Formation of No. 6 Group

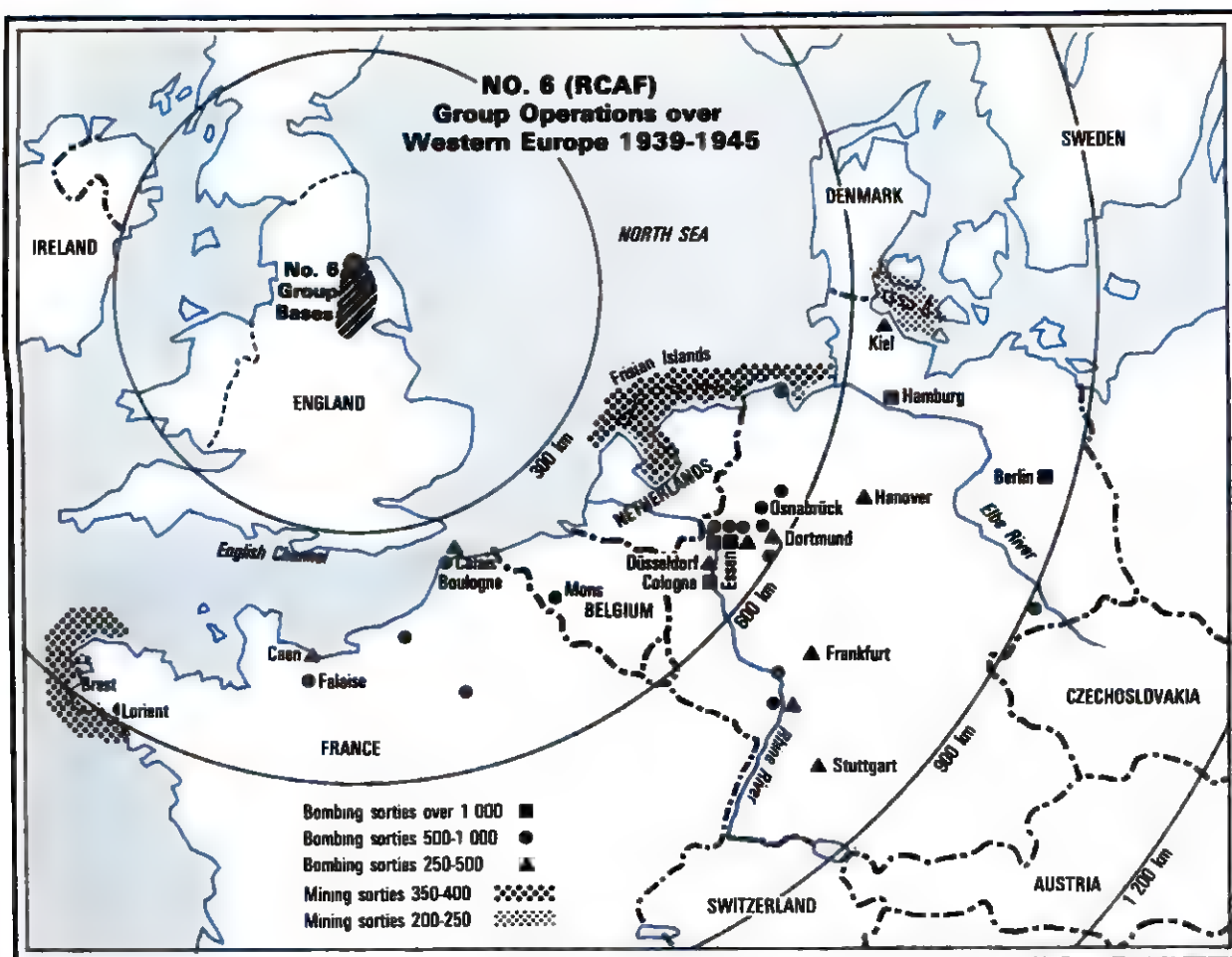
On January 1, 1943 as a response to a Canadianization policy, Canadian squadrons were brought together to form No. 6 (RCAF) Group. In spite of this decision, by August of 1944, 17 111 Canadians were still serving with the RAF while only 9 993 were serving in Canadian units. By the end of the war, No. 6 Group had flown 40 822 sorties and dropped 126 122 t of bombs.

Bombers flying in close formation presented collective fire-power to attacking fighters and diluted their anti-aircraft defences by offering a large number of targets simultaneously.

The risk of being hit by anti-aircraft guns was reduced by 50 per cent for every additional 1 500 m of altitude.

Of the 41 000 fatalities sustained by Canada's three services, over 10 000 were in Bomber Command.

The first 1 000-bomber raid of the war was directed against Cologne on May 30, 1942. Even though it did almost as much damage as all previous raids put together, it was not until 1944 that 1 000 heavy bombers were available on a regular basis for attacking Germany's military and civilian targets.



Finding the Target

Gee: A radio transmission from a ground station in England that enabled the pilot to fix his position more accurately. It also served as a homing signal for the return flight to the base.

Window: A scheme for jamming the enemy's radar. Thousands of pieces of metal foil were dropped from the planes as they approached the target. Each piece of foil would appear as a *blip* on the radar screen, completely confusing the operator.

Oboe: It consisted of radio beams transmitted from two separate ground stations. One

beam guided the plane along the arc of a circle over the target. The other beam calculated the point for bomb release.

H2S: Introduced in 1943, H2S was a radar mounted in the plane which bounced radio waves off the ground as the plane flew to the target. The reflected radio waves produced a map-like image of the ground below on a cathode ray screen. The navigator could read the screen and fix his position accurately. Darkness and clouds presented no obstacle to bombing.



John Fauquier at bomb bay

Do you approve or disapprove of bombing Germany's (Italy's, Japan's) civilian population? (Jan., 1943)

French Speaking Opinion			
	GERMANY	ITALY	JAPAN
Approve	47%	40%	45%
Disapprove	51	56	51
Undecided	2	4	3

English-Speaking Opinion			
	GERMANY	ITALY	JAPAN
Approve	60%	54%	66%
Disapprove	35	41	30
Undecided	5	5	4

W. Sanders, *Jack and Jacques*, p. 19



Number 617 "Dambuster" Squadron, RAF, was a unit composed of specialists in precision bombing. The Dambusters had originally been formed for the special task of destroying the Möhne, Eder, and Sorpe dams in order to flood the Low Countries and disrupt German communications. Now they ranged over the Continent, hitting special targets with the brand new 22 000 pound Grand Slam bombs, the biggest ever used in Europe. These powerful weapons were still in short supply. Fauquier, rather than see them wasted in misses, developed the practice of acting as Master Bomber for the squadron, flying low over the target and braving the flak to direct while the others circled and watched. This, a radical departure from the usual methods of the Dambusters, was precision bombing at its most refined. Fauquier would call on only as many planes as he needed to destroy the target; the rest would be sent home with their precious Grand Slams intact and ready for another day. This way the squadron destroyed pin-point targets such as viaducts, rail bridges, roundhouses, submarine pens, and the last of the German battleships.

E. Cosgrove, *Canada's Fighting Pilots*, p. 151

Advances in airplane design that made long-range bombing possible:

1. Braked wheels
2. Wing flaps to assist in both take-off and landing
3. Supercharger for engines which permitted greater masses of fuel-and-air-mixture to be compressed in the cylinder at high altitudes.
4. Fabric-covered frame was replaced by a stressed-metal skin which gave greater strength and reduced ridges on both wings and fuselage.
5. Power-operated gun turret.

WOMEN AT WAR

In the Factories . . .

WANTED
MEN and WOMEN to Train Daily,
or Monday, Wednesday, and
Friday Evenings as
WELDERS & MECHANICS
To work in war industries, farming commun-
ities, and other essential employment. High
pay, light work, short hours. Applicants must
be over sixteen years of age. Write today for
our illustrated booklet on either Mechanics
or Welding. It's free Postpaid.
MUSKER ENGINEERING
INSTITUTE
Lansdowne Ave. at Main St.
Winnipeg Free Press, May 1, 1945

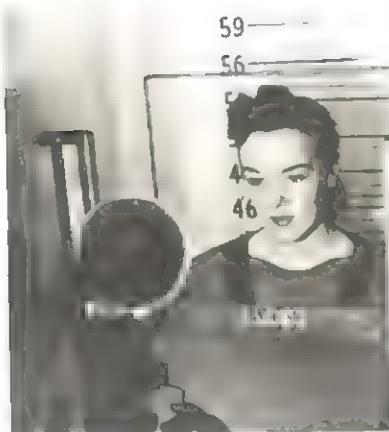
"Not only will we need the single young women but also married women with the exception only of those with considerable family responsibilities.

"The introduction of women into plants which have never before employed women obviously necessitates provision of suitable plant facilities exclusively for use by women. The employment of mothers of young children also entails provision for proper day care of their children while the mothers are working. As you know arrangements have been made already by Selective Service with the provinces of Quebec and Ontario for the financing, establishing, and supervising of adequate day care."

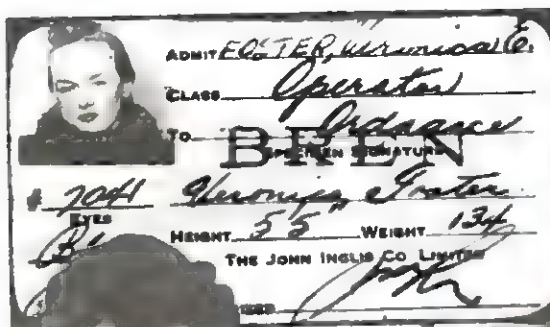
From "Facing Realities," a speech by Elliott Little, Sept. 15, 1942



Aptitude tests for prospective employees at the Canadian Industries Limited plant in Verdun, Quebec included jigsaw puzzles.



Veronica "Ronnie" Foster, Bren Gun Girl of the Year 1941, posed for a series of photographs to promote the importance of women in the factories.



Women arrive by train at the Dominion Arsenals plant in Quebec. Three shifts: 7:00 A.M. to 3:00 P.M., 3:00 P.M. to 11:00 P.M., and 11:00 P.M. to 7:00 A.M., enabled the plant to produce twenty-four hours a day.

Girls for work as Waitresses, Kitchen Help and Pastry Cook for popular Restaurant and Soda Fountain in Clear Lake area. Experience unnecessary, but aptitude for this work essential. Enclose photograph if possible.
GOOD WORKING CONDITIONS INCLUDING ROOM & BOARD
Apply to the EMPLOYMENT & SELECTIVE SERVICE OFFICE, Brandon, Dauphin, Portage la Prairie, or Winnipeg, whichever is nearest. (P.R. Adv. No. 651)

Winnipeg Free Press, June 6, 1944

WANTED
GIRL AGENTS
(18-26)
To Handle Canada's Leading Magazine
GIRLS WHO ARE FREE TO TRAVEL GIVEN PREFERENCE.
NO EXPERIENCE NECESSARY
Please do not apply if engaged in war work.
Adv. No. 536. Apply to Employment and Selective Service Office, Lindsay Bldg., Winnipeg.

Winnipeg Free Press, June 6, 1944



Emma Ackerley of Moncton, New Brunswick and Joy Proctor of Pickering, Ontario, relax in their bedroom at the Dominion Industries plant at Ajax Ontario, 1942.

And in the Forces ...

How Much Will I Be Paid in Addition to Receiving Quarters and Rations?



	Approx. Per day	Per month
Private—on enlistment	\$1.05	\$ 31.50
Private—after 4 months' service	1.10	33.00
Private—after 6 months' service	1.20	36.00
Lance-Corporal	1.30	39.00
Corporal	1.35	40.50
Lance-Sergeant	1.50	45.00
Sergeant	1.75	52.50
Company Quartermaster-Sergeant or Staff Sergeant	2.00	60.00
Company Sergeant-Major W.O.		
Cl. II	2.40	72.00
Quartermaster-Sergeant W.O.		
Cl. II	2.50	75.00
Sergeant-Major W.O. Cl. I	3.35	100.50

In addition to the above, all medical and dental care is furnished free. If quarters are not available, subsistence allowance of approximately \$37.50 per month is paid in lieu thereof. You will receive a special dependent's allowance grant if you have been supporting or assisting in the support of your parents, invalid brother or sister. Then, also, if you can qualify for Trades Pay you receive an extra 25 cents per day for Group C; 50 cents for Group B, and 75 cents for Group A.

50 Questions and Answers about CWAC's, p. 6

Several women were parachuted into occupied France to assist in the underground war against Hitler. When captured, and most were, they experienced torture and liquidation at the hands of the Gestapo.

The CWAC collar badges and buttons displayed the head of Athene, Greek goddess of wisdom and war.



A typical tattoo under a girl's watchband

Some of the girls even had tattoos imprinted on their arms and hands. According to one Halifax "tattoo artist" who had "decorated" more than 500 W.R.E.N.S. during the war, the girls wouldn't go for anchors or snakes or flowers like the men.

"No lush sentimentality either," he reported. "They preferred something in cameo, something like their names or the names of their boyfriends, a certain memorable date, all very neat and small. And most of them in the most popular spot—under their wrist watch!"

P. Bowman, *We Skirted the War!* p. 22



The armed forces provided women with the opportunity to do things ordinarily reserved for men.



Jobs Done by Wrens

Electrical artificers
Wireless operators
Wardroom attendants
Nursing aids
Operational plotters
Sick-berth attendants
Sail-makers
Writers
Messengers
Mess women
Cooks
Signallers
Coders
Draftsmen
Drivers

About 500 000 women worked directly in wartime production.



Serving on more than 50 naval bases and establishments the WRENS worked at over 30 different kinds of jobs. By the war's end their numbers were almost as great as the enlistment of the entire navy at the close of the First World War.

What Are the Requirements for Joining the C.W.A.C.?

Age—18-45.

Marriage—You may be single or married.

Dependents—If you are married and have sons under sixteen or daughters under seventeen you are not eligible unless you can produce evidence of legal adoption.

Character—Must be excellent, of course.

Education—Must be sufficient to effectively carry out your job.

Health—Your health must be good. You'll be given a medical examination before you enlist.

50 Questions and Answers about CWAC's, p. 11

The first draft of CWACs arrived in Britain on November 5, 1942. Sgt. Joan Allen of Winnipeg was one of the 2 981 CWACs who served overseas.

Women's Roles Changed

"Husbands and boyfriends came back from the war and found their wives and girlfriends just weren't prepared to start washing dishes again. It must have been quite a shock. But some women had ferried air force bombers to Britain, and others drove ambulances and worked in canteens serving the troops, or in war plants handling very expensive tools working on equipment, planes, instrument panels and things, and the companies found they could do better than men. It is no lie. And any girl, provided she wasn't two-headed, could walk into any store, dress goods shop, good restaurant anywhere, and get a job and no questions asked and find she was respected and well paid. And also, and don't you forget this, she found she enjoyed working, outside, with real, live people."

B. Broadfoot, *Six War Years*, p. 358



Royal Canadian Operations Room, St. John's, Newfoundland, 1943

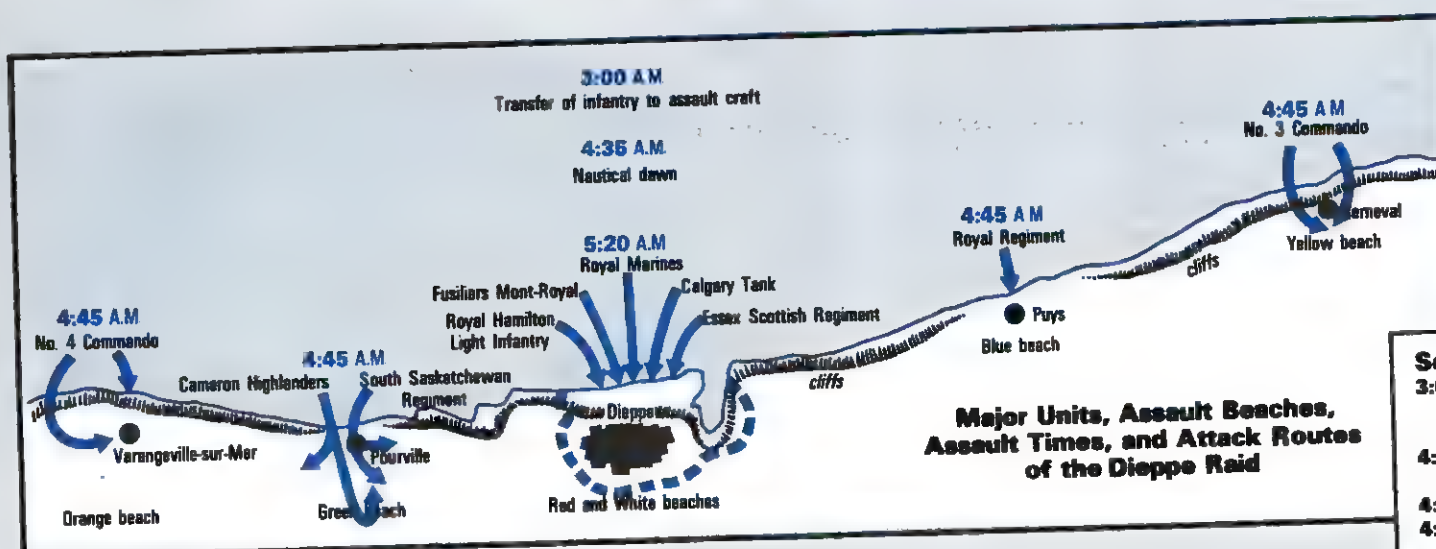
Enlistments by Women in Canada's Armed Forces

Navy	6 781
Air Force	17 018
Army	21 624
Medical services	4 518
Doctors	58

Weekly Wages for Women

Live-in domestic	\$ 3.50
Eaton's mail order clerk	12.00
War plant	25.00

DIEPPE: "THE SHAME"



On June 5, 1942 at a meeting presided over by General Montgomery, army officers agreed to abandon the air and naval bombardment that would precede the infantry assault.

Sequence of Events

- 3:00 A.M.** Troops transfer to assault craft
- 4:30** Run-in to Yellow and Orange
- 4:35** Nautical dawn
- 4:45** Touchdown on Yellow and Orange
- 4:45** Touchdown on Blue and Green
- 5:00** Run-in to Red and White
- 5:00** Harbour defences alerted
- 5:20** Touchdown on Red and White
- 5:25** End of aerial attack on Dieppe
- 10:30** Surrender of Mont-Royal
- 11:00** Evacuation begins at Pourville
- 12:30** Beachmaster orders withdrawal from main beach

Reasons for the Raid

1. To relieve the pressure on Russia by opening a second front in Europe
2. To deceive the Germans as to where the main blow would be struck in Europe in 1943
3. To provide a theatre of action for Canadian troops that had been in England for over 2 years
4. To gain experience to launch a major assault

Objectives in Attacking Dieppe

1. To capture and remove German invasion barges.
2. To destroy German defences around Dieppe
3. To destroy nearby air installations
4. To destroy radar, rail, and harbour facilities, along with gasoline dumps
5. To capture German prisoners.
6. To capture secret papers and radar equipment

The Attacking Force

237 ships ferried the raiding force across the Channel.
4 destroyers remained on station to shell land targets
67 squadrons of the RAF provided air cover
4 963 Canadian soldiers
1 075 British Commandos
50 US Rangers
1 179 Air Force personnel
3 875 Navy personnel

One Casualty Among Many

Corporal Joe Gregory was pushing a boat off the ground when a bullet ricocheted off the steel hull, hit him in the forehead and tore out his left eye. He said later: "I got to a destroyer and then was hit by a bomb splinter. Lost left wrist. Better luck next time."

T. Robertson, *The Shame and the Glory*, p. 302

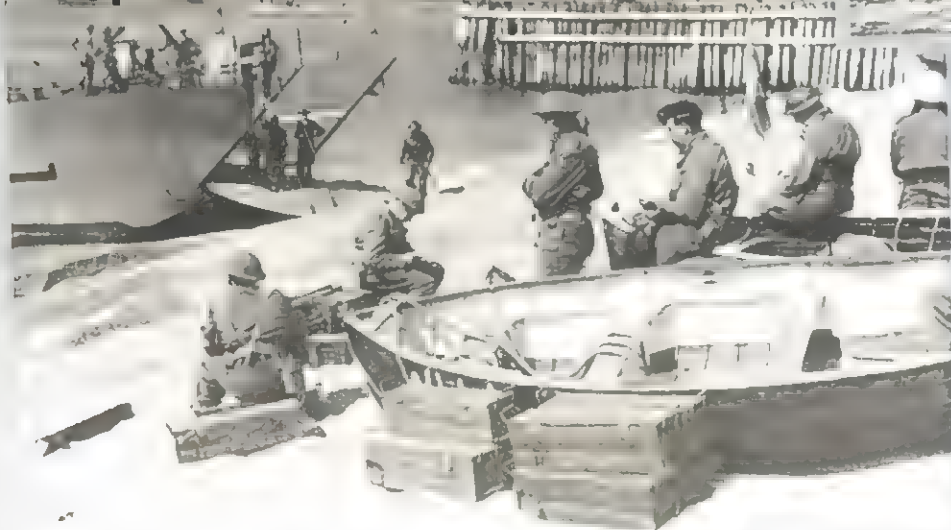
The Defenses at Dieppe

Two rows of barbed wire about 4.57 m apart covered the main beaches, the first row nearest the sea consisting of triple dannert backed by a single apron fence, and the second lying along the sea wall was 2.29 m deep. The wire was heavy concertina type which would spring back into place even after it had been crossed by tanks.

Some 14 000 mines had been laid in the Dieppe area, but mostly in small coves with gullies leading inland and in the vicinity of Le Treport. There were no mines on the main beaches at Pourville or at Puits, but the Varangeville and Berneval beaches were sparsely mined.

T. Robertson, *The Shame and the Glory*, p. 178

In Spite of the Preparations



The raid on Dieppe was scheduled for July, 1942, cancelled, and against the advice of some military planners was rescheduled for August 19, 1942.

Made for the Assault . . .



The military planners predicted a 10 per cent loss of the assault force and a 20 per cent loss of tanks and armoured vehicles

The Fusiliers Mont-Royal Assault the Main Beach

The assault troops were ashore, the tanks were ashore, the assault engineers were ashore, and the Fusiliers Mont-Royal were ashore. Wire sets, stores of explosives, mortars, and special equipment had been overboard in landings, wrecked on the beaches by enemy fire or destroyed while still in the boats. The assault sappers had died in droves—touchdown—one group so massacred that only nine out of seventy survived unhurt within a few minutes of landing. It was a battle of independent groups, of platoons intermingling, companies breaking up and coalescing, of men fighting alongside strangers and dying in their arms. Because wireless and radio-telephone sets were smashed, command used runners who were almost always killed; Sten guns jammed, thrown away; and pebble splinters caused as much havoc as bullets.

T. Robertson, *The Shame and the Glory*, pp. 178-179

AND THE GLORY"

"Get off the beach quickly and it will be a push-over."
—A briefing officer.

The first landings occurred at 4:45 A.M. It was not until 6:40 A.M. that the first signal was received on *Calpe*, the command ship. But it was not until 7:30 A.M. that news of the impending disaster began to filter through.

By accident the assault force encountered and exchanged shots with a German convoy that was heading for Dieppe.

The noise of the assault force and its failure to answer the harbour challenge brought the German defenders to a state of alert by 5 A.M. twenty minutes before the touchdown on the main beach.

The Destruction of Both Men and Equipment . . .



By nightfall the equipment lost by the invasion force included 1 destroyer, 33 assault craft, 29 tanks, 9 cars, 3 motorcycles, 88 fighters and 8 bombers.

"Dieppe was one of the most vital operations of the Second World War. It gave the Allies the priceless secret of victory. . . . If I had the same decision to make again I would do as I did before."

Earl Mountbatten of Burma

A dozen Canadians were running along the edge of the cliff towards the stone wall. They carried their weapons and some were firing as they ran. But some had no helmets, some were already wounded, their uniforms torn and bloody. One by one they were cut down and rolled down the slope to the sea.

R. Munro, *Gauntlet to Overlord*, p. 326

Heroism Could Not Prevent . . .



Failure on the main beach can be attributed in part to the late arrival of the tanks that were to provide covering fire for the Essex Scottish and the RHLI. A navigational error was responsible for the ten-minute delay.

The Victoria Cross was won by Rev. Foote, Canadian Army chaplain at Dieppe. Refusing the opportunity to return to England, Rev. Foote remained on the beach and became a POW so that he could be of service to the men who were captured.



Hand to Hand Combat in Dieppe

Private A. W. Oldfield joined three stray soldiers from the Fusiliers Mont-Royal. They started to run lightly up a wide, circling staircase and at the first bend met four Germans running lightly down. The enemy turned about in sudden flight, with the Canadians in close pursuit. The chase ended when the Germans went to ground in a cubbyhole where grenades blew them to pieces.

Oldfield found a sniper hiding nearby and went after him with his bayonet. For the first time in his life, this young soldier killed a man while looking into his face, watching him die, while trying to free the bayonet before he vomited over his victim's head.

Private F. E. A. Jenner reached the third floor all on his own. "The only two Germans I ran into I shot because they wouldn't come out of their hiding-place when I wanted them to," he reported later.

T. Robertson, *The Shame and the Glory*, p. 339

The Evacuation from the Main Beach . . .

Then the first four assault boats sailed out of the smoke and headed in towards the beaches. Before they touched down the great wild rush gathered momentum and hundreds of men came out from cover. Essex Scottish, RHLI, Fusiliers Mont-Royal, sappers, and beach parties rose from the hollows, from behind ridges, from behind derelict tanks and scout cars, from the sea wall, and from the anti-tank ditch to surge in one great dark flowing mass for the sea. The Germans made little attempt to stop them, preferring to wait until they reached the water before cutting down their ranks with relentless precision.

T. Robertson, *The Shame and the Glory*, p. 375

Canadian Casualties at Dieppe.

Unit	Number Embarked		Killed		Wounded		Prisoners		Number Returned	
	Offs.	ORs.	Offs.	ORs.	Offs.	ORs.	Offs.	ORs.	Offs.	ORs.
Royal R.	26	528	10	215	2	31	14	250	2	63
RHLI	31	551	9	181	6	103	16	159	6	211
Essex Scottish	32	521	6	113	1	26	23	359	3	49
Mont R.	32	552	8	109	2	48	19	325	5	120
Cameron	32	471	5	63	9	94	9	158	18	250
South Saks.	25	498	3	78	7	159	9	80	13	340
Tank Reg.	32	385	2	11	—	4	15	142	15	232
RCA	14	256	2	11	1	3	4	26	8	219
RCE	7	309	2	24	3	33	1	124	4	161
Others	74	587	7	23	9	46	9	131	58	433
Totals	305	4 658	54	828	40	547	119	1 754	132	2 078

E. Maguire, *Dieppe*, p. 199

And the Capture of Thousands of Canadians.



Of the 1 873 Canadians that were taken prisoner at Dieppe, 570 were wounded. Most were imprisoned in Germany until their liberation at the end of the war.

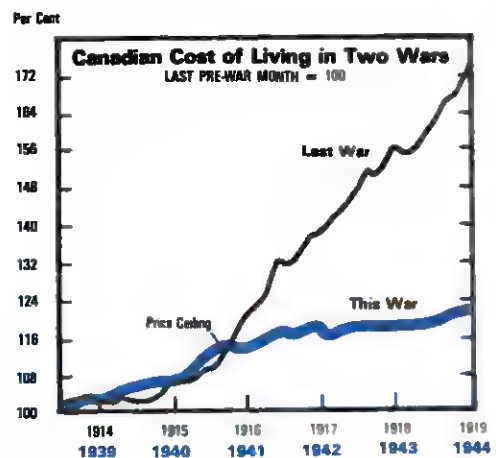


Miss Canada
sells stamps

WARTIME CANADA

"My first pay cheque was 72 dollars for the week and multiply that by a month and you're up around 350 bucks—and that was more than I'd see for any whole year back in Saskatchewan since about '32."

B. Broadfoot, *Six War Years*, p. 273



DEFENCE OF CANADA REGULATIONS

Membership in the following organizations is declared illegal:

- The Communist Party
- The Polish People's Press
- Jehovah's Witnesses
- The Hungarian Workers Club
- The Russian Workers and Farmers Club
- Canadian Union of Fascists
- The Finnish Society
- The Croatian Cultural Association
- The Serbian Publishing Association
- The Ukrainian Labour Farmer Temple Association
- The League for Peace and Democracy

WANTED TO RENT

FURNISHED SUITE WITH 2 BEDROOMS. Immediately. Phone DEX 2471M during daytime.

PROFESSIONAL MAN AND WIFE only 2 or 3-room furnished apt. before Feb. 8 Call office hours. PA. 7031.

LARGE BRIGHT ROOM for Business gentleman close to 400 block, West 5th Ave. Ellis, FAir. 7016.

1 OR 2 ROOMS FURNISHED OR UNFURNISHED: girl, 3. Feb. 28, FAir 4974Y.

3-ROOM UNFURN. SUITE ADULTS. Phone HAst 3799R

Vancouver Sun, Feb. 4, 1943



Victory bond drive

The Housing Problem

"We literally had to scrounge for accommodation and I can tell you that our home in Winnipeg was far better than 90 per cent of the houses we ever saw in Ottawa, and yet we had to scrounge. In basements. A basement would be cut up into four suites you could only charitably call cubicles, with one toilet, one washtub, for four families or four couples. The tops of old wrecks of houses would be divided in two and that would bring in 120 dollars a month, 60 dollars each side which was a lot of money in those days.

"No pets. No parties after 11 P.M. No replacing 40-watt bulbs with 100-watt bulbs. No children in some places. No laws protecting the renter. Rent ceilings, all right, but if the tenant didn't pay what was asked, regardless of the ceiling, he just didn't stand a look-in. And other things, on and on. No heat until mid-November and after late April. Half a mile to the streetcar, maybe."

B. Broadfoot, *Six War Years*, p. 191

... One of the Solutions



Convictions for Drunkenness	Indictable Offenses	Juvenile Offenses
1936 28 433	1936 36 059	1936 8 768
1939 36 007	1939 48 107	1939 9 497
1941 40 002	1941 42 646	1941 12 137
1943 42 292	1943 41 752	1942 13 802
1945 46 745	1945 41 965	1943 12 225
		1945 9 756

Canada Year Book, 1947, pp. 243, 242, 251

Between 1939 and 1942 the consumption of alcohol rose by 25 per cent in spite of the fact that thousands of Canadians were permanently posted overseas.

Percentage of Unemployment in Trade Unions [measured in December of each year]

1932	25.5%
1935	14.6
1937	13.0
1939	11.4
1940	7.4
1941	5.2
1942	1.2
1943	0.8
1944	0.6
1945	3.0

Canada Year Book 1946

For passenger automobiles, a down payment of 50 per cent is required and the balance is to be paid within twelve or eighteen months, depending on the cash value of the sale.

GAMES and SUGGESTIONS for MOTHERS and TEACHERS

Whatever happens or has happened, make up your mind that the children shall have a Christmas party this year, the same as other years.

There may be no green fir Christmas tree, no lavish paper festoons, and you may only be able to afford one box of crackers, but in spite of these drawbacks, determine that all shall be as gay as ever.

A "SURPRISE" TO MAKE

The "surprise" you may plan for the children is a home-made Christmas tree that you can make from articles around the house.

It is made of a broom handle planted firmly in a flower pot with plaster and a toy hoop attached with coloured string to the top of the pole. It glitters with candies and tinsel (saved from last year) and silver paper stars and on it hang a few crackers and a tiny gift for each child.

The War Cry, Christmas, 1942, p. 23

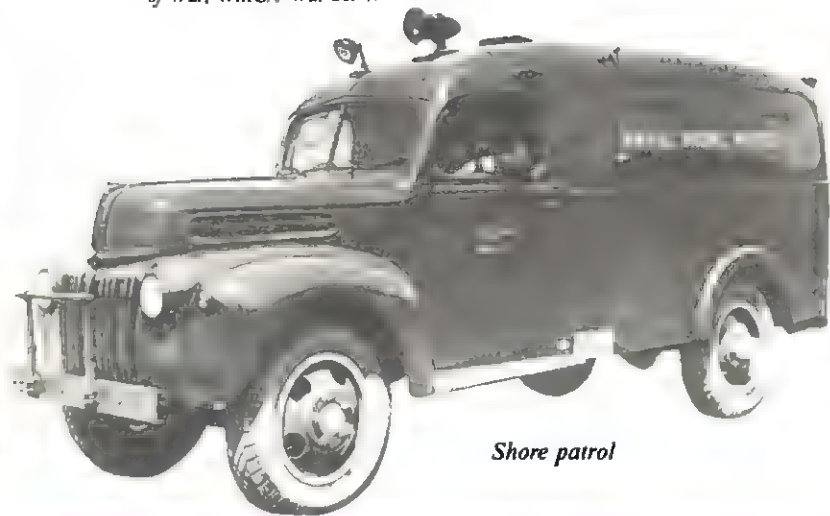
Equipment and Supplies
Issued FREE by the
Canadian YMCA

Notepaper	1½ billion sheets
Envelopes	¼ billion sheets
Postcards	4 million
Playing cards (packs)	4½ million
Matches (books)	5½ million
Cigarettes distributed FREE	41 500 000
Checker Boards	90 108
Chinese Checker Sets	622 000
Table Tennis Balls	591 408
Hockey Sticks	54 064
Softballs	75 000
Badminton Birds	11 712
Boxing Gloves (sets)	4 948
Horseshoes (pairs)	14 476
Darts	51 547
Lacrosse Sticks	8 604
Rugby Balls	5 800
Soccer Balls	9 682
Gramophone Records	49 042
Basketballs	7 200
Volley Balls	9 766
Sports' Shorts and Trunks (pairs)	11 462
and many other items.	

With Arthur Jones Through Five Years
of War, YMCA War Services



"We knew each other for only a week before we were married; two days later he was sent to France. Soon after, my new in-laws invited me to live with them in Canada for the rest of the war. It was another two years before I saw my husband again."—An English war bride.

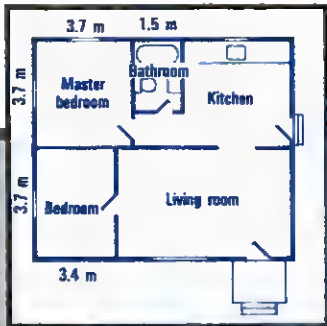


Shore patrol

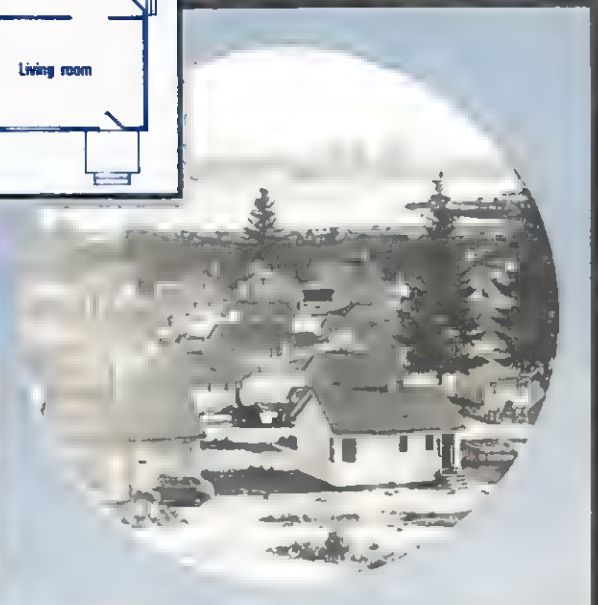
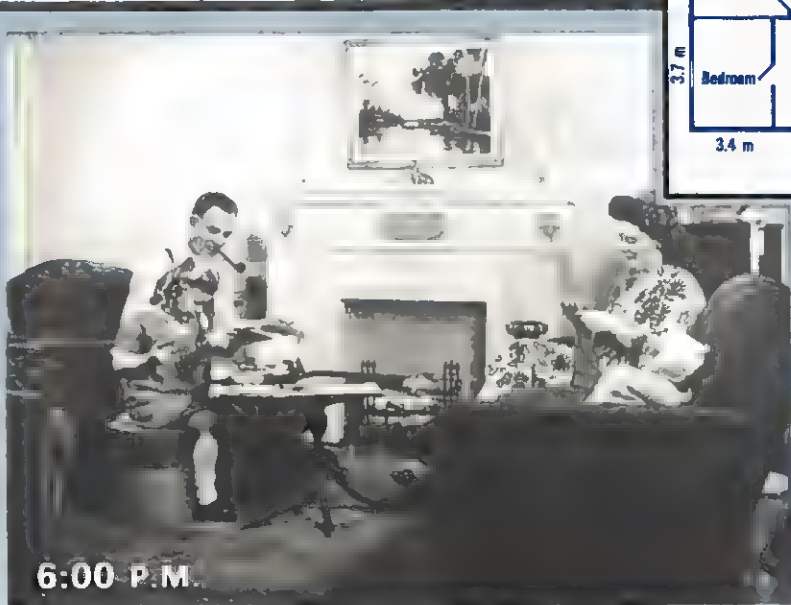
Price Controls

"Full details of the policy will be made public later, but I can say now that the limit or ceiling on prices will apply to all goods, except sales for export. It will also apply to all rentals. The limit will also apply to the rates charged for electricity, gas, steam heat, and water; telegraph, wireless and telephone services, the transportation of goods and persons and the provision of dock, harbour and pier facilities; warehousing and storage; undertaking and embalming; laundering; cleaning; tailoring and dressmaking; hair-dressing and related services, plumbing and heating; painting and decorating; repairing of all kinds; the supplying of meals, refreshments and beverages. Power is given to the Wartime Prices and Trade Board to add to this list."

From a broadcast by W. L. Mackenzie King "Controlling the Cost of Living," Oct. 18, 1941. p. 8



Floor plan of a two-bedroom wartime house. Variations on this design could include a basement, or an upstairs with two bedrooms and a bathroom.



Should the government tell each citizen what to do as his part in the war effort and require him or her to do it? (March, 1942)
Yes... 57%
No... 33%
Undecided... 9%

W. Sanders, Jack and Jacques, p. 35

Of the things you are cutting down on, or doing without because of the war, which do you miss the most? (Oct., 1943)

	National
Sugar	30%
Gas, cars, tires	13
Butter	10
Tea	10
Meat	4
Liquor, beer	3
Coffee	2

W. Sanders, Jack and Jacques, p. 34

Starting from a completed foundation, prefabricated houses like this one were erected, painted, had the water and electricity connected, and were landscaped in one day. By 6:20 P.M. Mr. and Mrs. Harry Kalek of Vancouver relax in the living room of their new home.

Financed by the federal government and built by Wartime Housing Limited, projects like this one in Vancouver were developed in cities all over Canada.

Year	Wartime Immigration		Total
	Male	Female	
1939	4 866	6 820	16 994
1940	3 939	4 517	11 324
1941	3 851	3 489	9 329
1942	2 280	3 429	7 576
1943	2 113	4 064	8 504
1944	2 391	6 253	12 801
1945	4 259	11 620	22 722

Canada Year Book, 1947, p. 131

Year	Deposits in Chartered Banks
1939	3 060 89 111
1941	3 464 781 844
1945	6 771 555 153

Canada Year Book, 1947, p. XXV

In order to reduce the consumption of alcoholic beverages, the government:
—raised taxes on beer, wine, and liquor
—ordered the entire distilling capacity of Canada to convert to the manufacture of industrial alcohol
—prohibited the advertising of alcohol for the duration of the war

—MacKenzie King, 1942

The following figures give some idea of the work being carried out by the "Y" War Services in Nova Scotia. These figures represent service personnel attendance from the beginning of the war to V-E Day, but do not include such services as telephone, telegraph, sale of transportation tickets, sale of stamps, mailing letters, clothes pressing facilities, sending flowers by telegram, personal shopping service, library service, etc.

Motion pictures	4 843 886
Athletics	2 624 019
Dances	877 340
Non-Athletic Games, such as Billiards, Ping Pong, etc.	3 076 451
Small Games, such as Checkers, Chess, Cards, Darts, etc.	A goodly number of millions
Concerts, including Sing Songs, Quizzes, Musical Appreciation, Discussion Clubs, etc.	1 462 538
Religious Activities	428 537
Reading & Writing Room	5 233 043
Hobby Hut	80 807
Canteens	5 696 598
Dormitory Beds at 25¢	959 861
Personal Services	128 247
Mothers' Corner	50 726
Free Writing Paper Distributed	17 738 973
Free Envelopes Distributed	9 356 711
Magazines & Newspapers Distributed	1 172 823
Visits to Outposts & Hospitals	16 691

Nova Scotia Helps the Fighting Man, p. 18

Of the 22 722 persons who came to Canada in 1945, 18 451 were from Britain

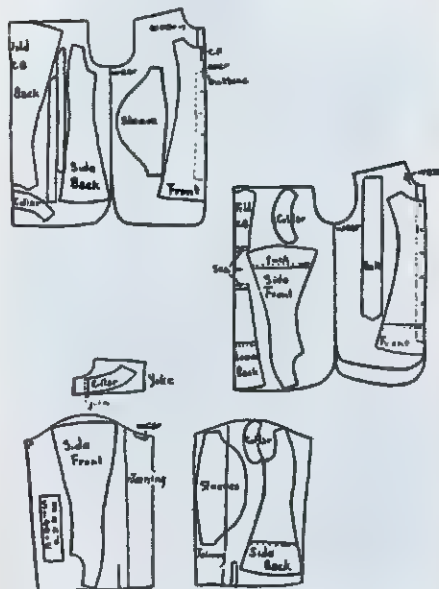
"It was nearly impossible for a man working in an essential war industry to quit and get a better-paying job."

The Tale of a Shirt

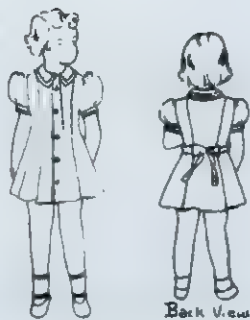
WHAT TO DO WITH AN OLD SHIRT—If a shirt cannot be repaired satisfactorily, it can be remodelled into a smart tailored blouse, a boy's shirt, a small girl's dress, a tea apron, children's undies or for lining small boy's pants.



This shirt is now embarking on its third life, having been worn out twice already. One side had been raised to remove a worn spot at neck.



The pattern was shortened a little by a tuck. Braid was put on sleeves to cover joining



Back View



To conserve tin, the number of sizes of tins for canning food was reduced from over 100 to 11.

SHORTAGES AND RATIONING



Ration book.

Warm Underwear for Children

With so many men going off with the armed forces it is more than probable that there are a good number of discarded pairs of underwear left behind that are not in sufficiently good repair to store indefinitely or to give away.

Thrifty mothers will be pleased to hear that a special pattern is being made to enable the best parts of these "discards" to be recut to make warm underwear for children.

Consumer News



One ration book was issued to each member of the family. When a rationed product such as sugar, butter, tea, coffee, or bacon was purchased, the appropriate stamp was removed from the book by the storekeeper. Here Mrs. Brackett and six of her ten children receive their ration books from the postman.

30¢

a DOZ.
for
EMPTY
BEER
BOTTLES

Your Empty Beer Bottles will be picked up by truck and redeemed at 30 cents per dozen if you will telephone direct to the brewery

Government Liquor Control Commission

Winnipeg Free Press, June 6, 1944



HOUSEHOLD BONES

Household bones are turned into glue for aeroplanes; and into glycerine for explosives. If every householder gave two ounces a week, the country would salvage over 4 540 000 kg of bones a year for war purposes

Waste Collection Is Now Necessary

Morticians and War

Restrictions Reach Even Into the Grave

War-time restrictions are reaching even to the grave. To begin with, the president said, there will be no more oak or metal caskets until after the war. Supplies on hand are rapidly being depleted, and within the next several months will be non-existent. In future, caskets will be made of wood other than oak.

LESS ORNATE
Not only are oak and metal caskets out, but the ones to be manufactured will be less ornate, and there will be a sharp cut in [the number of] styles and designs.

Bronze grave markers are also off the market for the duration

Calgary Herald, Aug. 18, 1942

PAPER AND CARDBOARD

Paper and cardboard cartons provide food containers for the troops, rifle cases, cases for shells. One old envelope will make a cartridge wad. Consult your local Salvage Campaign Committee regarding this material.

Waste Collection Is Now Necessary

On March 19, 1942, 725 schools, churches, hospitals and other public buildings were ordered to switch from oil to coal for heating.

The Industrial Report, p. 81



HERE'S HOW YOU CAN HELP

THIS IS HOW YOUR BACK DOOR SHOULD LOOK ON COLLECTION DAY

1. Garbage Can

This should contain none of the following valuable materials.

2. Bones

These are best kept in a lidded tin, but a box or a bag may have to do. Cooked bones, and even bones the dog has gnawed, are still useful.

3. Rags, Old Clothing

If possible put your rags and old clothes in three separate bags (1) Containing woollens; (2) Containing white cottons; (3) Containing coloured cottons, silks, or other materials.

4. Metal Scrap

Put all metals together. These include garden and other tools, disused rollers, lawn mowers, fire irons, fenders, railings and chains, ornaments, pots and pans, and any other metals. Rust does not matter. Aluminum pots, picture frames, hangers or any other article of aluminum can all be used. Silver paper, tin foils, tooth paste containers, brass ends of light bulbs are all useful.

5. Paper

Including Newspapers, Magazines, Letters, Cardboard, Cartons. Paper should be CLEAN and dry, tied into a parcel, with the smaller pieces inside; cartons should be flattened. Only cellophane, greaseproof, tarred and carbon papers are not wanted. Magazines, if kept neat and clean, are distributed as reading material to military camps, hospitals, and ships.

Waste Collection Is Now Necessary

Service stations could stay open from 7:00 A.M. to 6:00 P.M. on weekdays but had to be closed all day Sunday. By May of 1942, stations could remain open until 9:00 P.M. on Saturday during the summer months.

The Industrial Report, p. 80

The interchange of gasoline between provinces was prohibited. Gasoline supplied to farmers was dyed purple to prevent them from selling their surplus gas for a healthy profit.

The Industrial Report, p. 80

By the end of 1942, 89.5% of the available rubber was used for military purposes.

The Industrial Report, p. 81

A person could be fined a maximum of \$5,000 or sentenced to five years in jail, or both, for any violation of the gas rationing regulations.

The Industrial Report, p. 84

Other than local sales authorized by the government, no person was permitted to buy, sell, borrow, lend, give away or receive as a gift, cut, burn, destroy, or in any way dispose of a usable tire or tube.

The Industrial Report, p. 100

GAS RATIONING

Annual gasoline ration for the owner of a Ford or Chevrolet by use or occupation in 1942

Casual, non essential	1 364 L
Clergyman	2 000 L
Urban salesman	3 819 L
Doctor	3 819 L
Welfare worker	6 365 L
Rural salesman	8 819 L
U.K. diplomat	8 819 L
Farm truck	As required
Ambulance	As required
Bus	As required

The Industrial Report, pp. 82-83

The sticker on the window signified that the car owner was entitled to purchase gas for personal use. In order to save rubber and gas, the federal government set a 64 km/h speed limit for all of Canada on May 1, 1942. Violators were fined from \$15 to \$50 or 10 days in jail for the first offense.

"Grow Your Own" Burnaby to Provide Lots for Gardens

Determined to encourage production of home-grown vegetables, Burnaby has set up machinery whereby householders and property owners can use municipally-owned lots as gardens.

The scheme, introduced to the Municipal Council by Councillor William Beamish, allows use of a lot by permit, purchased for a nominal fee of \$1, or by direct lease for payment of the current year's taxes.

"We have just put this plan into operation," Reeve W. T. Wilson of Burnaby said today. "Anyone wanting to take advantage of these lots can do so without difficulty and I can assure them that there is no red tape in getting either the permit or the lease."

Vancouver Sun, Feb. 3, 1943

ISN'T IT THE TRUTH?

By Ti-Jos

Maclean's Magazine, March 1, 1944, p. 34

Storefront sign and display

VIOLATORS OF PRICE CEILINGS AND RATIONING

At Toronto the manager of a meat-packing firm was sentenced to pay \$225 in fines for selling pork products at excessive prices and for failure to supply customers with adequate invoices.

At Whitehorse, Yukon Territory, the operator of a barber shop was sentenced to pay \$400 for increasing prices of haircuts above those charged during the basic period.

Overcharging for its products brought a \$200 fine to a Montreal biscuit manufacturing company.

Seven dealers in Quebec and Manitoba were fined for piercing the price ceiling for fuel-wood.

A hoarder in Toronto got no more than his deserts when he was sentenced to one month in prison and a fine of \$100. His hoard included sugar, coffee, tea and canned foods.

Consumer News, n.d., p. 3

	BREAD	MEAT	SUGAR	FATS	MILK	CHEESE
CANADA	UNRATED	APPROX. 32 OZS. (BUTTER) (MARGARINE) (BUTTER) (MARGARINE)	8 OZS.	UNRATED	UNRATED	UNRATED
U. K.	UNRATED	APPROX. 16 OZS.	8 OZS.	8 OZS.	UNRATED	2 OZS.
AUSTRALIA	UNRATED	36 OZS. (APPROX.)	16 OZS.	UNRATED	UNRATED	UNRATED
GERMANY	85 OZS.	9 OZS.	8 OZS.	7 OZS.	UNRATED	1.1 OZS.
FRANCE	74 OZS.	4 1/2 OZS.	4 1/2 OZS.	2 OZS.	UNRATED	1.8 OZS.
BELGIUM	74 OZS.	5 OZS.	8 OZS.	3 1/2 OZS.	UNRATED	1.7 OZS.

(Series of questions asked regarding diet habits of Canadians. Combined results show deficiencies as follows): (Jan., 1945)

	% deficiency
Fruit and Fruit Juices	83
Cereals, Bread, etc.	40
Milk and Cheese	25
Vegetables	10
Meat, Fish, Eggs, etc.	3

W. Sanders, Jack and Jacques, p. 43

Following December 31, 1942 the government severely restricted the use of metal in the following products:

tricycles	toasters
waste baskets	signs
coffins	trays
beds	fencing
toys	trunks
cabinets	tables

The Industrial Report, p. 111

"In spite of the rationing we always had everything we wanted. Dad owned a fleet of trucks and made lots of money on war contracts. We were never short of sugar, butter, tea, or coffee. In fact, I always had several pairs of nylons for dressing up."

"Is it permissible to hold charitable sales of homemade jams and jellies?" "No, all jams and jellies whether home-made or commercially packed are subject to rationing when sold."

Civilian use of rubber was confined to

1. medical supplies
2. baby bottle nipples
3. protective clothing, gloves and footwear for police, firemen, fishermen, etc.
4. jar rings for preserving
5. plumbers' supplies
6. tire repair materials
7. essential auto parts.
8. waterproof footwear
9. components for industrial equipment
10. rubber cement for shoe repair

The Industrial Report, p. 97



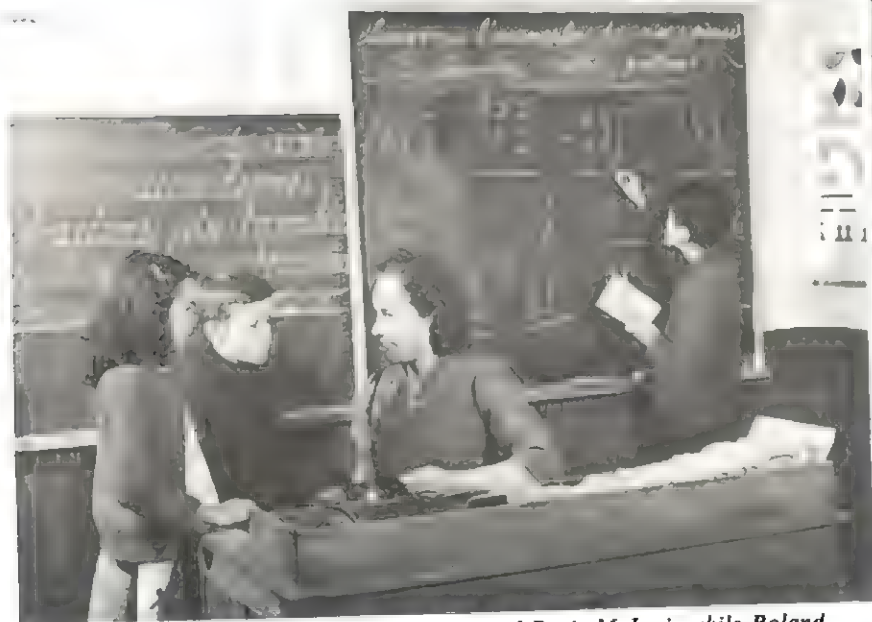
"In the store where I worked, we kept bananas and oranges under the counter, and sold them only to our favourite customers."

-A grocery store delivery boy

YOUNG PEOPLE



The Little Happy Gang, the children's knitting club of Moosejaw, Saskatchewan, 1940 was typical of groups across Canada who contributed to the comfort of men overseas



Miss Alda Cyr helps Georgette Ouellette and Regis McInnis while Roland McInnis poses doing board work, Port Daniel, Quebec

Six school children in a small community in the interior of British Columbia didn't have any cash to buy War Savings Stamps—never did have any real money, as a matter of fact. They set up a trap line and cleared \$14, all of which went into stamps. As our B. C. correspondent remarks "\$14 still buys a lot of jelly beans..."

War Finance Review, Sept. 1942

"I couldn't go off to war but I could help boost the morale of the soldiers. Each week I wrote a dozen letters to the guys who joined up from my high school. My mother and one of her friends used to visit the homes where a son, husband or father had been lost. She would visit regularly for a week or two until family life returned to normal."

"Most of the boys in my high school received compulsory army cadet training. Even though we practised with disarmed weapons on used dummies, we took everything seriously. Because there was a fear of invasion by air, we were trained in aircraft identification, and manned "the spotting tower" built at the edge of town. Our parents were so afraid of an invasion that they often talked about gathering up their families and weapons and moving up north."

-A wartime teenager

JUNIOR VICTORY ARMY

I want to enlist in the Junior Victory Army as an Aircraftman. I will receive by return mail a membership card pledging me to make Canada a "Nation on Wings."

FREE

My Name is First (PRINT) Last

Address No. Street

City Age

I want to start building J. V. A. official "Spotter" airplanes immediately because the armed forces need them now! I enclose 10¢ to cover cost of mailing and handling for a set of plans, templates for building three different identification models

NOTE—J. V. A. clubs can obtain extra plans for their members by sending 10¢ to headquarters for each set

Fill in above and send to Billy Finlay, Air Marshal, Junior Victory Army, The Vancouver Sun

Vancouver Sun, Feb. 4, 1943



Recycling was the order of the day. The Scouts in Peterborough, Ontario were featured in a publicity campaign to save paper for the war effort.

The Paper Drive

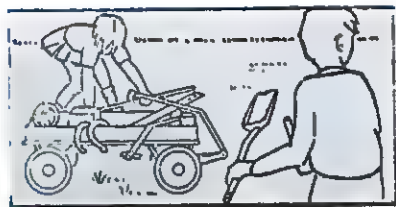
"Every school had a paper drive. Our school was divided into four sections and the section that collected the most paper would be awarded the school banner and let go early. Every kid participated. Some bundled, some stacked, and some worked the streets with their wagons. Our section gathered over ten tons and won the banner. There were newspapers stacked in every corner of the school yard."

-Memories from my childhood

JOIN THE WAR EFFORT



Viola Cressy (right) of Hamilton, Ontario and her friend joined the army cadets and received basic military training. Their presence in military parades helped recruiting efforts.



TO THE SCHOOL CHILDREN

This is your opportunity to assist your fathers, uncles, brothers and cousins who are in the front line. Help your local organizations to collect the scrap material. COLLECT SCRAP TO HELP WIN THE WAR. Waste Collection Is Now Necessary



Two girls of the Farm Service Force harvest potatoes.



Meritorious farm-work certificate

"If you got a job helping with the planting on a relative's farm in June, you were excused from writing your final exams. In those days we all had to write everything. Everyone found a long-lost farmer-relative—even the principal's daughter. Nobody wrote an exam that year."

"Lots of times in the fall our teachers would let us out of school for the day to gather milkweed pods. We were told that the silk from the pods would be used to make life jackets for the sailors."

—Ron Snell

THE BOY SCOUTS ASSOCIATION

The increased use of the Tweedsmuir Room, operated by the Boy Scouts Association for the entertainment of old Scouts in the armed forces necessitated a move to larger quarters in 1942. A new Tweedsmuir Room was opened at 576 Barrington Street, Halifax, by the Lieutenant-Governor.

Registrations in the Log Book of the Association from the beginning to V-E Day number approximately 3 450. Those who registered have come from all parts of the British Empire, from every province of Canada and from eight foreign countries.

After four years of continuous operation many of the original staff of hostesses were still on duty at the Room. Weekly dances and weekly movie shows were a feature except in June, July and August. Every Sunday throughout the year tea was served without charge to the guests. Tweedsmuir Room is completely equipped with canteen, radio, phonograph, reading and writing materials and table tennis.

The Scout Camp at Miller's Lake was loaned during the summers as a rest camp for crews of the Royal Canadian Navy. It is completely equipped with sleeping quarters, dining halls, and galley. Over 1 500 sailors used the camp during a summer, partly for recreation and partly for training purposes.

Nova Scotia Helps the Fighting Man, pp. 50-51

"To get into the show to see "Dawn Patrol" starring Errol Flynn it cost \$.18. But you could get in for a bundle of silver wrappings from a cigarette package. We prowled the streets picking up every scrap in sight. Our only worry was that the war would be over before we got to the show."

—An eleven year old

Children were asked to donate their lead soldiers to the war effort. These would be melted down and used in war munitions.

Cadet training was compulsory for boys in many high schools across Canada.

ONTARIO FARM SERVICE FORCE Farm Cadet Brigade General Information on Camps

Selection and Supervision of Workers

Placement Officers of the Ontario Farm Service Force are responsible for the selection and placement of suitable workers in all camps.

Medical Examination

Before going to camp all workers must be medically examined, and pronounced by their family physician as physically fit for farm work. A medical Certificate Form is printed in this booklet for the use of any applicant. As a precaution and for the workers' own protection, it might be well to be inoculated against typhoid.

Age

All Cadets placed in camps must have passed their sixteenth birthday, be in possession of a National Registration Card, and weigh over 135 pounds.

Hours of Work

Workers will work up to ten hours per day, with overtime in emergency. There may be some Sunday work to be done, depending on the weather and conditions. Workers are not compelled to work either overtime or on Sundays.

Wages

The rate per hour varies according to districts and crop, and is arranged between the government and the local growers at a general meeting. When the work is done on a piece rate, the rate will be fixed by Local Growers' Committee and the Labour Secretary, for each crop as it comes along, taking into consideration size and other conditions of crop.

Standards of Work

These are primarily labour camps and workers who are unable to do satisfactory work after being granted three trials will be dismissed from camp.

Cadets will not be required to work on any farm where wages or working conditions are not satisfactory.

Equipment

Below is a check list of equipment necessary for each camper to bring. It is imperative that each person does not bring more equipment than is necessary, as the storage space in camps is limited. There is no room for trunks.

All articles brought to camp must be clearly marked with launderer's ink or with woven labels securely fastened.

- | | |
|--------------------------------------|--------------------------|
| 1 Towels and Bedding | 3 hand towels |
| 3 wool blankets or heavy quilts | 3 washcloths |
| 3 single sheets | 3 bath towels |
| 3 pillow cases | |
| 2. Wearing Apparel | 1 pair heavy shoes |
| 4 dark work shirts | 4 pair work socks |
| two with long sleeves | 1 raincoat |
| 2 pair overalls | Running shoes |
| 1 heavy sweater | 1 sun hat |
| —plus windbreaker if early in season | Swimming trunks |
| 1 pair rubber boots (if available) | |
| 1 pair rubbers | |
| 3 Toilet Articles | |
| 4. Sundry Articles | Laundry bag |
| Lunch box | Small musical instrument |
| Flashlight | |

Any other items which are found necessary can be purchased after arrival in camp. Each worker must carry his Ration Book to camp with current coupons attached, and must deposit with the assistant director (Y.W.C.A.) for the duration of time in camp. STUDENTS WHO VOLUNTEER FOR THE LONGEST PERIOD OF SERVICE WILL BE GIVEN PREFERENCE IN CAMPS

CAMP REGULATIONS

- Notice of departure from camp must be given to the Labour Secretary at least seven days in advance of departure, so that he may have the worker replaced.
- Since the primary purpose of these camps is to provide labour to the grower, and week-end leaves reduce the amount of labour available, workers will be allowed one week-end leave per month from Friday night to Sunday night, which must be arranged with the Labour Secretary and Director one week in advance.
- The phone is to be used by workers only after permission has been granted by Labour Secretary or his appointee.
- Workers are expected to be in camp by 10 p.m., lights out by 10.30 p.m. Twice a week arrangements may be made with the Director for late hours. Wednesday, 11.30 p.m. and Saturday, time to be arranged. Through experience it has been found that these hours are in the best interests of health and maximum crop production.
- Each worker is expected to make his own bed and keep his area tidy.
- Workers should wear straw hats while working in the sun.
- Workers are asked to observe the swimming rules of the camp. In no circumstances may workers go bathing unless two or more are in the party.
- Relatives and friends may visit the camp, but lack of facilities prevent the provision of meals for guests. Picnic lunches should be brought by the visitors. In no case should visits be made in working hours.
- To ensure the health of the campers, only the approved drinking water should be used, and workers should carry their own drinking cup with them while at work. Workers are warned of the danger of drinking unpasteurized milk and untested water.
- Fire and life-saving equipment provided in camp must not be tampered with.
- A visiting nurse and doctor are on call for attendance at each camp.
- Board is not payable in advance, but must be paid to the assistant director (Y.W.C.A.) every Friday night. Camp Board is \$5.00 per week, including house laundry.

TRANSPORTATION

- ONE WAY FARE only will be paid for all workers who will spend at least one month on the farm except in the case of Holiday Service Workers when one way transportation may be given at the discretion of the Placement Officer for a shorter period.
- RETURN TRANSPORTATION will be paid to those who
 - spend four months or more in camp and obtain a letter of release from the Labour Secretary of the camp.

—Dominion-Provincial Farm Labour Committee

CANADIANS...

With the authority granted by the War Measures Act, the government announced the planned evacuation and detention of all persons of Japanese ancestry.
—February 26, 1942



8 000 Japanese went through the Hastings Park Clearing Centre to Interior Housing Centres. Another 3 500 went directly from their homes to the centres while an additional 2 150 went to road camps in British Columbia and Ontario.



WE DID NOT TRUST

Early in 1942 both the Army and the Navy believed that the Japanese did not constitute a threat to the security of Canada. In addition the RCMP felt that it had interned those Japanese whom they considered dangerous.

Origin of the Japanese in Canada: 1941

Canadian Born	14 119
Naturalized Canadians	3 159
Japanese Nationals	5 924
United States Citizens	22
Total	23 224

Census of Canada, 1941

To help overcome the fuel shortage in British Columbia, 800 Japanese were employed in a wood-fuel project. By March of 1944, 43 763 cords of firewood were cut for both themselves and the people of the coast.

Report of the Department of Labour, p. 14



The RCMP provided security escorts for all trainloads of Japanese moving to the interior. Permits, available from the RCMP, were required by the Japanese when crossing any provincial boundary in Canada or when entering a protected area.

DISTRIBUTION OF JAPANESE

Province	1941	1944
British Columbia	22 096	15 733
Alberta	578	3 569
Saskatchewan	105	143
Manitoba	42	1 123
Ontario	234	2 613
Quebec	48	451
Atlantic Provinces	5	1
Yukon & the N.W.T.	41	28
Totals	23 149	23 661

Census of Canada

750 Japanese were confined to internment camps in Northern Ontario.
Report of the Department of Labour p. 5

"They put all us Japanese in Hastings Park [in Vancouver, 1942], in the cattle barns, and they whitewashed the walls and put up kind of partitions, and each family would have one of these tiny cubicles. Like little stalls. We were there for about three and a half months. It was mainly a place to lie down and sleep.

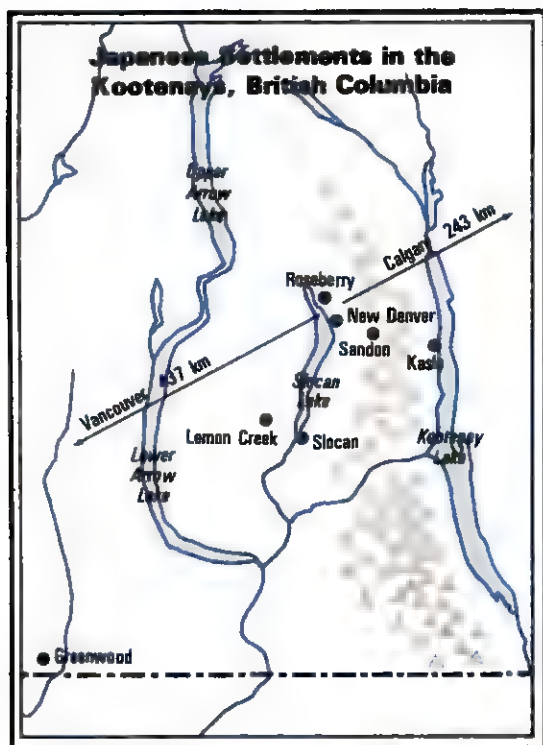
"There was nothing to do. We used to walk around and get up on a high spot and watch the horse races, and sometimes we'd go to another place and watch the golfers on the golf course they had.

"We worked in the kitchens too. Fifteen cents an hour for three hours a day, and my job was to stand at the end and put two slices of bread and a pat of butter on each plate. We washed dishes too. Just to get a little spending money."

B. Broadfoot, Six War Years, p. 114



Dining hall at Hastings Park Clearing Station.



"There was some farming, but not too much. They grew some potatoes and cabbage but there were very few working on the farm. The men were out cutting wood for winter, and then they finally got a little sawmill to cut some lumber.

"There was nothing to do, not for three years. It was a useless existence—an until-the-war-ends type of thing. We tried to make it as comfortable as possible for everybody. There was a little store, a butcher shop, a bakery which sold only bread, no pastry or anything fancy. So you got the basics. If you worked in the mill or on the roads, the pay was 15 cents under eighteen and two bits over, and you could buy wieners or hamburger in the butcher shop but that's all. But if you were eighteen and over and single, then you were sent to the road camps in the mountains."

B. Broadfoot, *Six War Years*, p. 114



New Denver,
British Columbia

The Japanese provided from between 40% and 50% of the labour for the sugar beet industry in Alberta and Manitoba.

Report of the Department of Labour, p. 31

Tents were used as temporary quarters while more permanent housing was being constructed.



Canadian security officers reported that no Japanese in Canada had been suspected of, or linked to, an act of sabotage or espionage since the war broke out. Consequently, many Japanese were employed in essential war work.

In contrast, the United States permitted their Japanese citizens to enlist in the army. After the war most of their property was returned to them.

The settlements were situated in mountain valleys which were accessible by only a few roads. Security for the settlements was in the hands of the RCMP who established road blocks at key points to check all passers-by. Lemon Creek, shown above, was one of several settlements in British Columbia.

Each town has operated under an Occidental supervisor with one or more assistants, also Occidental Welfare and Treasury Officers, and in most cases Occidental doctors and nurses. Japanese have been employed as doctors, dentists, optometrists, nurses, teachers, clerks, cooks, construction and maintenance workers, etc.

Report of the Department of Labour on the Administration of Japanese Affairs in Canada 1942-1944, p. 10

"That first winter the snow was deep and the firewood was cut green. I still recall we had to put the chunks of wood in the oven to dry them out so we could burn them. There was only room for wooden bunk beds and I remember I could wake up in the morning and scratch out my initials on the heavy frost on the inside of the boards. The bunk was against the wall.

"By the second winter, after the first winter's experience, there was always a fight to try and get the cardboard boxes that the supplies came in—corrugated cardboard boxes. We'd nail them on the walls. This was insulation and everybody wanted it. They were hard to come by."

B. Broadfoot, *Six War Years*, p. 114



Disposing of Their Property

"When they threw the Japanese out of the coast they had these so-called auctions of their property and they were a farce. First, those who were running the show, they and their friends got all the best stuff. They'd go into a house and one would say, 'I'll take that,' and it would be one of these beautiful old clocks encased in glass, the kind they call 400-day clocks, and the other fellow would say he'd put it down for 5 dollars, and that was the way it was done."

B. Broadfoot, *Six War Years*, p. 111

The majority of the Japanese who were interned in the settlements were Canadian citizens.

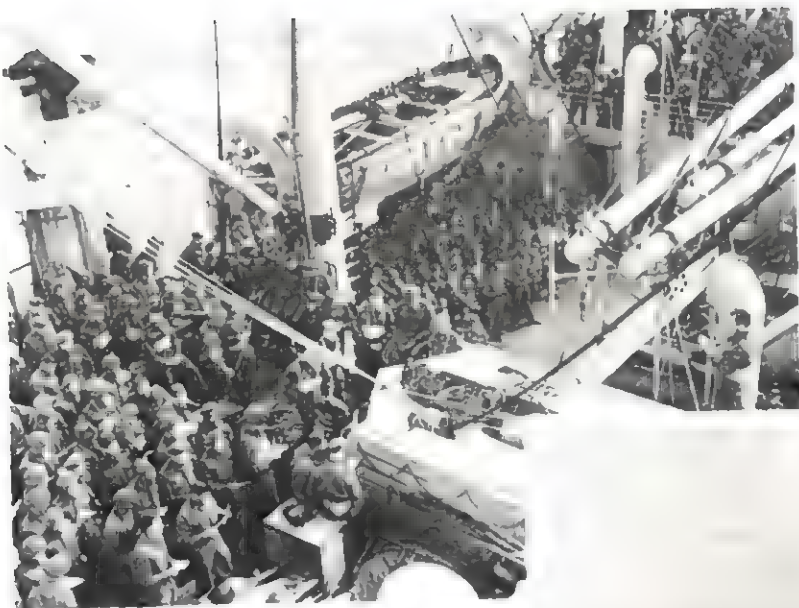
All vehicles, cameras, radios, and weapons of all Japanese living in protected areas were confiscated.

Report of the Department of Labour, p. 31



Houses, fishing boats and other personal property of the Japanese who were evacuated were turned over to the Custodian of Alien Property. He was authorized to sell it at a public auction or on the open market but the price was often as low as \$.10 on the dollar.

THE INVASION



D-Day in the early morning

Hiding the Assault Force

Every port in the United Kingdom had invasion shipping in it at that time, but Southampton was probably more crowded than any other. Ships were moored along wharves for miles and in the inlets and in Southampton Water itself there were hundreds upon hundreds of white-and-grey landing craft, assault ships, troopers, gun-boats, destroyers and the *mélange* of surface craft that go into making a combined operation. Smoke screens covered a good portion of the fleet to protect it from any venturesome German aircraft. But the *Luftwaffe* made no real raids against this great concentration of shipping. In the Thames Estuary there was another great concentration; it was the same in Bristol and Cardiff, in Plymouth where many of the Americans loaded, in Glasgow, Liverpool and Hull.

R. Munro, *Gauntlet to Overlord*, p. 35

A few of the millions of mines used by the German forces to defend the beaches against an amphibious landing.



Clearing the Mine Field

The long sweep wires, trailed on their floats behind the ships, were a continual source of danger and anxiety. The afterdecks of the danlayers, piled high with buoys, floats, lengths of wire, shackles, weights and miscellaneous gear, were scenes of equally tense, nerve-wracking activity. Each danbuoy had to go overside at the correct moment, weighted with two 80 kg blocks shackled to about 183 m of wire. It would be a marker eagerly sought by lines of approaching ships and a dan out of place might delay a whole column or throw it into writhing confusion.

J. Schull, *The Far Distant Ships*, p. 271



The landing on the beach had to occur during a rising tide so the assault craft could pass over the rocks and get close to shore, but the water could not be so high as to cover the underwater obstacles shown here.

Air Strength: Of the 6 000 Allied aircraft available for the assault, 3 000 were fighters. Germany met this force with only 300 aircraft, 100 of which were fighters.

Naval Strength: The naval arm of the assault, known as Neptune, had a strength of more than 4 000 craft and 200 000 men. Canada's contribution was approximately 110 ships and 10 000 men.

Army Strength: The plan was to land 107 000 men on the first day of the assault and then to draw on more than 1 000 000 men waiting in England. Canada contributed one infantry division and one armoured brigade.



The naval assault on the Normandy beaches was called Neptune. Intricate planning was necessary to coordinate the movements of over 4 000 ships which had to clear lanes through the mine fields, shell the German defences and discharge over 100 000 men and their equipment on the correct beach at the proper time.

The Final Assault

With the first light of day, before the dust of the aerial bombardment had subsided, the naval bombardment would commence. Seven battleships, twenty-three cruisers and one hundred and four destroyers, together with monitors, gunboats and rocket-firing ships would pour their fire upon the concrete emplacements and the batteries hidden among the dunes or in the innocent-looking farmhouses along the coast. As the bombardment was completed, amphibious tanks, new to warfare, would swim in from the sea on inflated canvas screens. Gun-carrying craft would follow the tanks, with army artillery mounted in them and firing as they came. Other craft, moving still closer to the beaches, would pour a hail of machine-gun and small-arms fire upon selected points. And riding the crest of this storm, preceded by mind and obstacle clearance parties, would come the waves of assault craft carrying the vanguard of the infantry. Seven divisions of Allied soldiers were to be landed within the first twenty-four hours, followed thereafter by reinforcements flowing in at the rate of one and one-third divisions per day with all equipment.

J. Schull, *The Far Distant Ships*, p. 24

ON OF NORMANDY: JUNE 6, 1944

The plan
10 men on
assault and
more than
waiting in
contributed
n and one

The navy's part of the assault was named Neptune; the army's part was Overlord. General Eisenhower of the United States was the Supreme Allied Commander. On his authority the assault was "on" in spite of the stormy weather.

On-the-Spot Reporting

The Germans responded rapidly, shelling the beaches, mortaring them and spraying them with machine-gun bullets. The Canadians ran down the ramps of their assault craft into the face of this fire. Men dropped crossing that open beach but the main force got over it and struggled through the snarled mass of barbed wire at the base of the sand dunes. Gaps were cut and the infantry stormed into the German defence positions. Tanks worked along the beach helping the infantry by shelling casemates and pillboxes and machine-gunning the trenches. Naval craft which had closed in to the shore lent their fire support to the attack on the beach strip defences, while out to sea the big guns of the fleet pounded away at inland positions which were firing on the beaches.

R. Munro, *Gauntlet to Overlord*, p. 59

"The beach was sprayed from all angles by the enemy machine guns and now their mortars and heavy guns began hitting us. Crawling along in the sand, I just reached a group of three badly wounded men when a shell landed among us killing the others outright. As we crawled we could hear the bullets and shrapnel cutting into the sand around us. . . . A ramp had been placed against the [sea] wall by now. Over it we went. . . . two stretcher bearers ahead of us stepped on a mine . . . half-dazed, we jumped down again behind the wall."

R. Hickey, *The Scarlet Dawn*, pp. 194-95



Dead German soldier

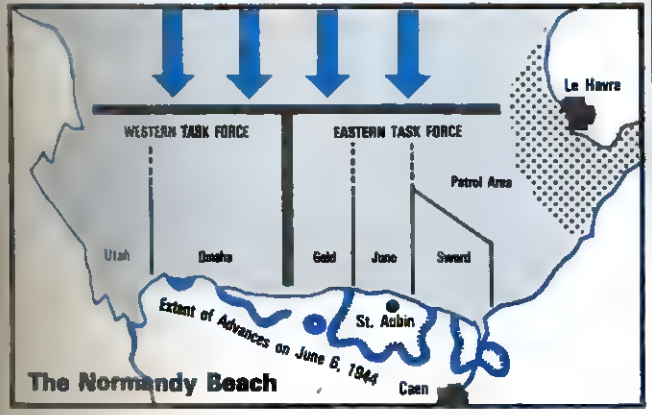
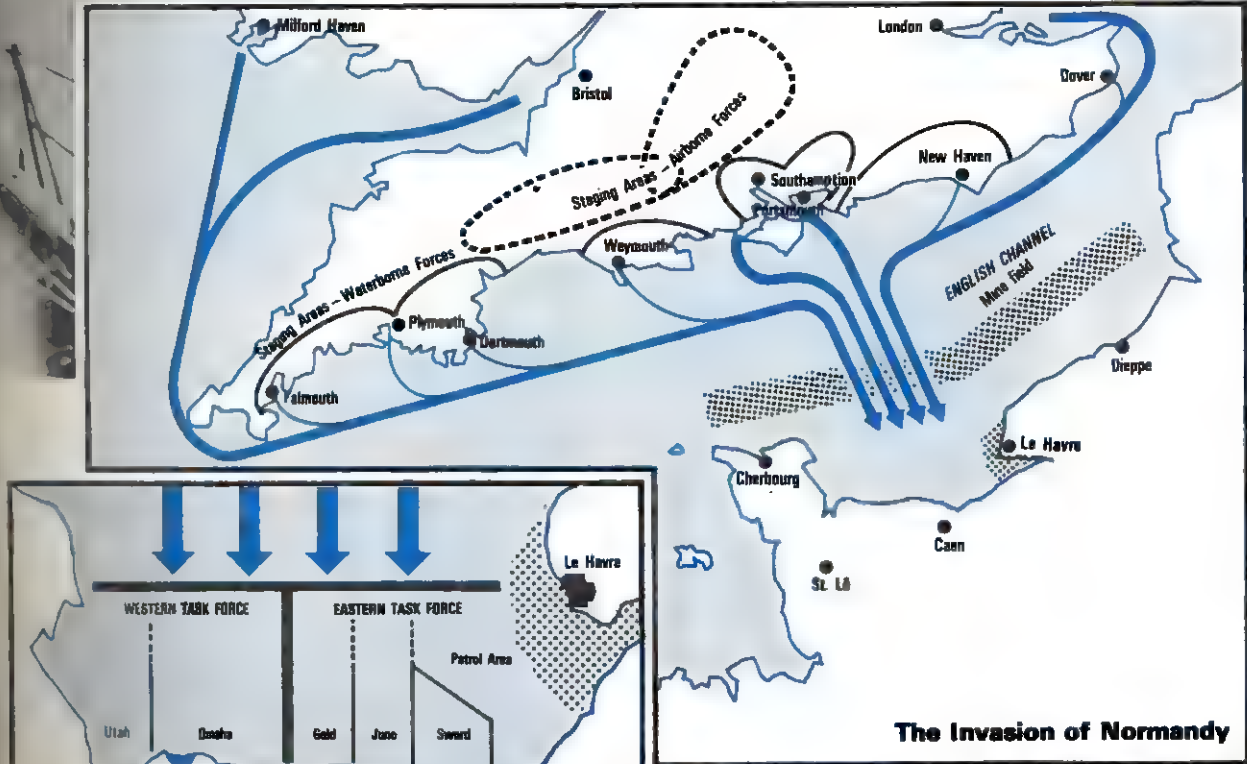
"We were up in the dunes at the top of the beach, just on the other side of the Seulles river . . . and as we got to the top of a rise I saw my first German. He was alive but not for very long. These two Canadians who were with me were running up the beach behind me with their rifles. Just as they went up behind me through this opening in the sea wall, the Jerry came up out of the emplacement with a Schmiesser [sub-machine gun]. I thought. . . . They haven't seen. I hadn't got a Sten gun, it had gone in the drink. But they just didn't stop running. they just cracked their rifle butts down on the German and that was that."

W. Tute: *D-Day*, p. 209

was called
coordinate
o clear lanes
fences and
tent on the

of the aerial
bombardment
three cruisers
er with mon-
ld pour their
the batteries
ocent-looking
ardment was
arfare, would
screens. Gun-
army artillery
. Other craft,
pour a hail of
lected points
by mind and
waves of as-
infantry. Seven
led within the
by reinforce-
one-third divi-

stant Ships, p. 241



Moving Inland

There were dead horses and cattle in the fields, too, lying shapeless and dark around the shell craters. The smell over the land was nauseating—that sickly-sweet putrefying stink of the battlefield. Across the fields, through the standing grain, were thin waving pathways trodden by the infantry as they had advanced, alert to the slightest movement of the hidden enemy. Sometimes these pathways cut clear across the fields and disappeared. Or, again, they ended abruptly in the fields, and there the dead lay too, where they had fallen, killed outright, or from long-bleeding wounds.

E. Meade, *Remember Me*, p. 221

CANADIAN ARMY CASUALTIES ON JUNE 6

	Fatal	Non-Fatal
Officers	24	49
Other Ranks	335	666

C. Stacey, *The Victory Campaign*, p. 650

Had the German forces attacked in strength immediately following D-Day there was a chance that the Allied bridgehead might have been pushed into the sea, but by July 20, when this photograph was taken, Germany had all but lost the opportunity.

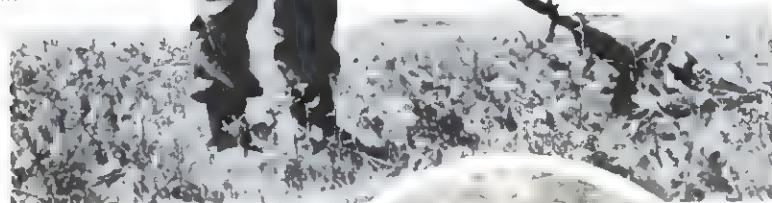


SEQUENCE OF EVENTS

1. Paratroopers dropped behind enemy lines shortly after midnight to disrupt transportation and communication and cause chaos.
2. French underground alerted to support paratroopers.
3. Mine sweepers cut 1 094 m wide channel through minefield for main assault force.
4. Bombers soften targets on beaches and headlands just before the invasion.
5. Naval forces bombard beach targets at 6:00 A.M.
6. Fighter and fighter bombers provide air cover throughout daylight hours.
7. Assault forces approach beaches at 6:30 A.M.
8. By 10:30 A.M. Canadian Commander wires to Crerar "Beach Head Gained."
9. Military vehicles and supplies landed during day.

THE WAR ON THE GROUND

Spr. George Tennant of Hamilton, Ontario uses a mine detector.



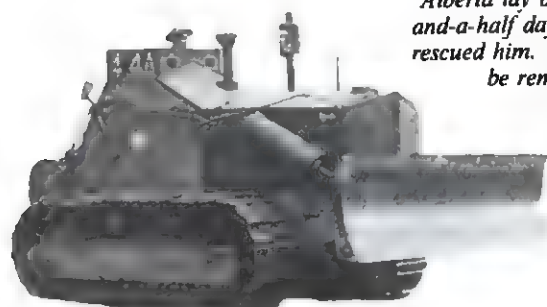
Of the 44 742 casualties Canada sustained in Northwest Europe between June 6, 1944 and May 7, 1945, 10 833 were fatal.

More than 92 000 Canadians fought in Italy. 5 764 were killed, 26 254 were casualties.

"From the time we went into action to the end of the war, our artillery regiment suffered more casualties from accidents than from enemy fire."



L/Cp Roy Boyd of Wambley, Alberta lay buried alive for three-and-a-half days before the Pioneers rescued him. The last rubble had to be removed by hand.



"The mosquitoes were so thick they drove me from my slit trench during an enemy barrage. I ran over open ground and waited out the barrage in a truck."

"When we'd cleared up the area next morning the captain tells me to take some men and bury the dead, and the procedure was to scoop out a ditch if you had a bulldozer handy, or dig one yourself. So we have to dig one because there's no blade around, and then we take what they've got in their pockets and put them in bags, mark the bags, and tie their dogtags to them. Some guys might take boots, too, because they could sell them on leave. No, it was all right. Why bury good boots?"

B. Broadfoot, Six War Years, p. 202



RAR Hobbs sustained this shrapnel wound while leaping from a jeep. Metal fragments were embedded in his face, legs, chest and back.



Troops of the Carleton and York Regiments search for snipers in Campochiaro, Italy, October, 1943.



Flamethrower

The PIAT (Projector, Infantry, Anti-Tank) gun could be armed with either armour-piercing bombs effective up to 200 m, and with smoke or anti-personnel bombs. Pte. Edmund Arsenault of PEI demonstrates its use.



Artillery

"The most important gun in our field artillery was the "25 pounder." Pulled by a truck to the site, six of us would have her in action within the minute. Sometimes we had to move two or three times in the same night to keep up with the advancing columns. We could depress the barrel to fire armour-piercing shells at enemy tanks or elevate it like a howitzer to lob high explosives onto enemy positions. The "25 pounder" had a normal range of 11 km and was quite effective at 16 km. We could put a shell in a bushel basket at 3 km."

—A field gun crewman

"When fresh meat was really scarce, the major sent some boys from Calgary to round up some unattended cows. By the time they were slaughtered and butchered, the colonel arrived on the scene. He raised h—, threatened everyone with a court martial, and sat down to a beef dinner."

"While mopping up behind the lines, a bunch of us got into some 'nearwine'. For three days we were sick with diarrhea."



"Hang on to the cat, we'll test this one next."



"WELL!"



Photographs of wives and movie stars brightened a dreadful yet monotonous existence.



Although it was officially forbidden, soldiers in the Canadian Army searched for meat behind the lines to supplement their diet. Pte. Cliff Christmas of Vancouver poses before trying to catch a Thanksgiving turkey.



Stragglers' post

A Soldier's Diet

BEHIND THE LINES

Breakfast — powdered eggs
— toast and jam
— coffee, powdered milk, and sugar

Supper — beef and potatoes
— bread
— rice pudding
— tea

WHILE IN ACTION

— bread
— cheese
— tea

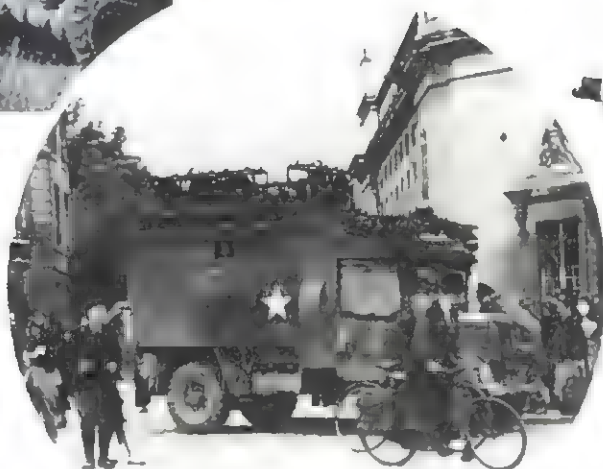
A RATION PACK

— tin of M & V (meat and vegetables)
— tea, powdered milk, and sugar
— tin of coca, gum, and crackers

"There was, in reality, no 'front'. The battle line was not a line of fixed positions. It was an area you could run up to if you had business there and displayed a divisional sign. If you were lucky the military police on the roads would stop you and tell you that so many hundreds of meters ahead the road belonged to the Hun. Or there were signs warning you to go no further unless you were going in to a battle position. It was, actually, an area between the Allied and the enemy positions."

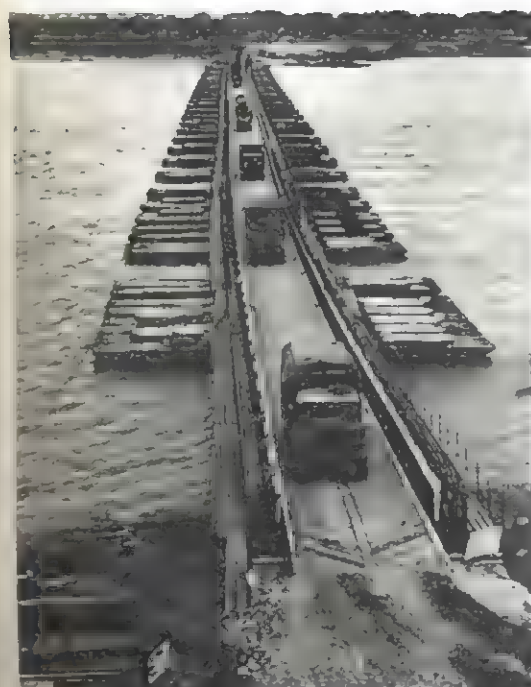
E. Meade. *Remember Me*, p. 253

While it was no match for the German Panther or Tiger tanks, the Sherman was usually used in sufficient numbers with air and artillery support to lead the assault on enemy lines. The photograph shows Canadian Shermans massing for their attack on Falaise.



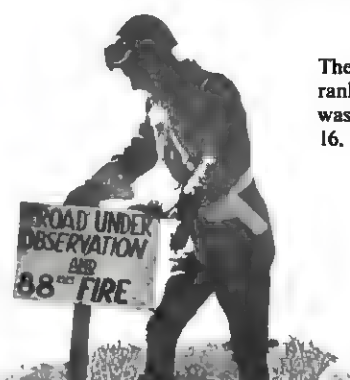
Land Mattress Rocket

32 of these rockets could be fired from a rack at one second intervals or fired simultaneously. With a range of between 3 554 and 7 200 m, targets well behind enemy lines could be destroyed.



Convoy crossing the Canadian-built Bailey Bridge over the Rhine River at Emmerich, Germany, April 2, 1945.

Psychological warfare wagon



The first Canadian to have the rank of General-in-the-field was H. D. G. Crerar, October 16, 1944.



Canadian Sherman tanks land in southern Italy on September 3, 1943. Sicily fell in only 39 days of fighting, but Italy held out until May, 1945.



The Rockettes' and Wrens' chorus lines were always show-stoppers in the RCN Stage Revue. They were usually followed by a sailors' chorus line.



Miss Shirley Temple and Prime Minister Mackenzie King open the 7th Victory Loan Drive on October 21, 1944 on Parliament Hill, Ottawa.



Amateurs as well as professionals entertained the soldiers. The chorus line shown above was the finale of the London Life Troupers who toured Western Ontario.

SCREEN STARS SELL STAMPS

To focus the attention of shoppers in two large Toronto department stores, the Public Relations Committee in that city arranged for stage and screen stars Gloria Swanson and Elissa Landi to appear on successive occasions at booths set up in the stores. To stymie free autograph-seekers a novel stunt was resorted to by which autographs were obtained all right, but... at a price. Small cards were prepared with the picture of la Swanson on one corner and the legend "War Savings Stamps bought from Gloria Swanson" in the other, with a space below for the star's autograph. Stamps to the value of 50 cents and \$1 were attached by Miss Swanson and sold like so many hot-cakes to movie fans.

War Finance Review, p.3

"In the movies, the bright and shiny young soldier got the beautiful girl, every time, when in fact, the thirty-five-year-old businessman with his million bucks would have. In real life, that is."

B. Broadfoot, Six War Years, p. 124

NOT ALL SABOTEURS LAND FROM U-BOATS!
SOME LIVE AMONG US... MASQUERADING AS OUR FRIENDS... OUR NEIGHBORS... CLEVERLY CARRYING ON THEIR DEADLY WORK FOR THE ENEMY... AND FOR OUR DESTRUCTION!

"FRIENDLY ENEMIES"
JAMES CRAIG
NANCY KELLY
CHARLES WINNINGER
CHARLIE RUGGLES
DINA DINIEN
OTTO KRIEGER

Smash screen show!
PLUS THIS IMPORTANT FIRST RUN ATTRACTION

CALLING DR. GILLESPIE
LIONEL BARRYMORE
PHILIP DORN • DONNA REED
SARAH EDWARDS • PHIL BROWN
KIM TERRY
NINA FARMER

START TOMORROW:
A R. KOEHLER PRODUCTION
Loew's

TODAY LAST TIMES
GARSON • PIDGEON
"MRS. MINIVER"

London Free Press, Aug. 19, 1942

Popular War Movies

Dangerous Moonlight
In Which We Serve
Target for Tonight
Desert Victory
Since You Went Away
Tunisian Victory
One of Our Aircraft Is Missing
Mrs. Miniver
The Story of GI Joe

Leading Stars

Nelson Eddy
Jeanette MacDonald
Bing Crosby
Dick Powell
Dorothy Lamour
Bob Hope
David Niven
Betty Grable
Red Skelton
Hopalong Cassidy
Humphrey Bogart
Bud Abbott
Shirley Temple
Lauren Bacall
Gary Cooper
Lou Costello

First Time
Lon Chaney - Eric Lugosi in
"The Hunch of Frankenstein"

2 HITS
Edgar Allan Poe's
"The Mystery of Marie Rogot"

2 First London Showings Tomorrow!
Continuous From 1:00 p.m.

STARK REALITY
DONALD M. BARRY
ALAN CURTIS
PAT MCKENZIE

"REMEMBER PEARL HARBOR"

ADDED HIT!
Thrill Packed Western
JOHN KIMBROUGH in
"BUNDOWN JIM"

ALSO LATEST NEWS
PATRICIA
A FAMOUS PLAYERS THEATRE

London Free Press, Aug. 19, 1942



Men's quartet from the London Life Troupers

Entertainment for the men overseas was provided by travelling troupes of actors from Canada. One group featured Pte. Vera Cartwright, Pte. Enid Powell, Sgt. Frank Schuster, Sgt. Johnny Wayne, all of Toronto, and L/Cpl. Ralph Wichberg of Winnipeg.



The Royal Canadian Navy Musical Stage Revue featured Seaman Allan Lund and Wren Blanche Harris as they danced their way through "In Your Little Chapeau."

A Wartime Sing-along

"I love you, there's nothing to hide
It's better than burning inside,
I love you, no use to pretend,
There, I've said it again.
I've said it, what more can I say?
Believe me, there's no other way,
I love you, I will to the end,
There, I've said it again!"



"All the nice girls love a sailor,
All the nice girls love a tar,
For there's something about a sailor,
And you know what sailors are!
Bright and breezy, free and easy,
They are every pride and joy!
Fall in love with Kate and Jane,
Then they're off to sea again,
Ship ahoy! Ship ahoy!"

"I've got sixpence, jolly, jolly sixpence
I've got sixpence to last me all my life,
I've got tuppence to spend and tuppence to lend,
And tuppence to send home to my wife, poor wife.
No cares have I to grieve me,
No pretty little wife to deceive me,
I'm happy as a lark, believe me,
As we go rolling, rolling home, dead drunk.
Rolling home, dead drunk,
By the light of the silvery mo-o-o-o-on,
Happy is the day when the Army (or Air Force or Navy) gets its pay
As we go rolling, rolling home, dead drunk."



"There'll be blue birds over
The White Cliffs of Dover
Tomorrow, just you wait and see.
There'll be love and laughter
And peace ever after,
Tomorrow when the world is free.
The shepherd will tend his sheep,
The valley will bloom again;
And Jimmy will go to sleep
In his own little room again.
There'll be bluebirds over
The White Cliffs of Dover
Tomorrow, just you wait and see."

"When the lights go on again
All over the world
And the boys are home again
All over the world.
And rain and snow is all
That may fall from the skies above,
A kiss won't mean "Good-bye"
But "Hello" to love.
When the lights go on again
All over the world,
And the ships will sail again
All over the world
Then we'll have time for things
Like wedding rings and free hearts will sing
When the lights go on again
All over the world!"

"Around the corner,
And under the trees,
The Sgt. Major made love to me
He kissed me once, he kissed me twice,
It wasn't just the thing to do,
But, gosh, it was awfully nice!"



"Kiss me goodnight, Sergeant Major,
Tuck me in my little wooden bed.
We all love you, Sergeant Major,
When we hear you calling 'Show a leg!'
Don't forget to wake me in the morning
And bring around a nice hot cup of tea.
Kiss me goodnight, Sergeant Major..."

"So long, it's been good to know you,
So long, it's been good to know you,
So long, it's been good to know you,
We'll have to be getting along..."

"Racing with the moon,
High up in the midnight blue,
And then all too soon,
It's lost from view.
Racing with the moon,
That is what I'll always do
Till I overtake the moon—and you".

"We'll meet again,
Don't know where,
Don't know when,
But I know we'll meet again
Some sunny day..."

"May the Good Lord Bless and keep you,
Whether near or far away,
May you find that long-awaited golden day today.
May your troubles all be small ones,
And your fortune ten times ten
May the Good Lord bless and keep you
Till we meet again.
May you walk with sunlight shining,
And a bluebird in ev'ry tree,
May there be a silver lining,
Back of ev'ry cloud you see.
Fill your dreams with sweet tomorrows,
Never mind what might have been.
May the Good Lord bless and keep you,
Till we meet again!"



"Coming in on a wing and a prayer,
Look below there's our field over there,
Though there's one motor gone,
We can still carry on,
Coming in on a wing and a prayer."

PRISONERS OF WAR

Even though it was against the rules to have a camera and take pictures, it was easy to bribe a guard with cigarettes to get anything we wanted. That's how we took and developed these pictures.



"A document captured from the Canadians at Dieppe instructed them to tie the hands of German prisoners to prevent them from destroying any orders or papers. As a result, Allied prisoners had their hands chained. The locks, however, could be opened with the key from a tin of bully beef."
—A prisoner of war

Tobacco Parcels to PRISONERS OF WAR

All parcels to prisoners of war go through the International Red Cross

FREE OF POSTAGE

This means you can send

300 CIGARETTES FOR 76¢

"BRITISH CONSOLS," "LEGION," "SCOTCH BLENDS," "EXPORT" OR "MACDONALD'S MENTHOL"

or one pound tobacco—BRIER SMOKING or any brand of MACDONALD'S CHARITABLE TOBACCO (with papers) also DAILY MAIL cigarette tobacco.

1000 CIGARETTES MAY BE SENT FOR \$1.00

When ordering give regimental number, prisoner of war number, rank and name, camp and also name and address of sender. Remittance to be sent to:

PRISONERS OF WAR DEPT.
W. C. MACDONALD INC.
P.O. Box 1929, Place d'Armes, Montreal, Canada

Canadians All: Poles in Canada, 1943

"Our officers encouraged us to dig escape tunnels to keep busy but that was a lot of nonsense. If you wanted to escape all you had to do was volunteer for a labour gang that was working at a nearby mill or farm, and then take off once you were away from the camp. I never tried it. All I wanted to do was live out the war."



"We were given buttons with compasses in them and scarves with maps printed on them to help us in our escape. Our captors soon caught on, and knew what to look for when we were captured."



A button-compass

Daily Menu

Morning: Mint tea and a boiled potato
Noon: We lined up to get a meat and vegetable stew or a tin cup of soup
Afternoon: Jam or cheese with bread
Supper: Usually came from the Red Cross parcel.

Our Guards: Two Views

"But the average guard, yeah. He was okay. Often he'd been wounded or had a double hernia or was too old for the front or something. You rarely saw the real, tough Hitler Youth graduates and if you did, he was a no-no. A real no-no."

B. Broadfoot, *Six War Years*, p. 366

"I'd like to know what's funny about short rations and cutting railroad ties in their forests in the coldest of winter and their holding up your mail and poking into your Red Cross parcels for smokes. And what's funny about sadistic guards clubbing a guy just because they didn't like the way he looked, or maybe the guard just happened to get up wrong side of the bed that morning? Holding up the mail? Stealing our rations and selling them in the towns around? Clubbing our guys with their rifle butts? I got a broken nose out of it, for one thing, a lot of guys worse."

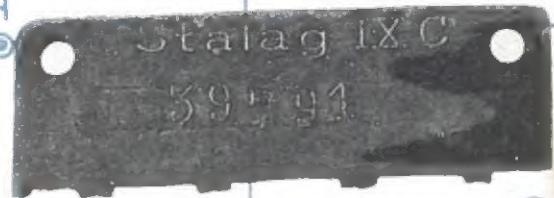
B. Broadfoot, *Six War Years*, p. 372

NURNBERG

"If your son was in a German prisoner camp you could send him parcels. I think it was one every three months. These parcels were great morale builders for the boys because they knew people at home, their families, were thinking of them. The families would buy food that would keep, and they'd send jams and jellies and hard candies too. There wasn't all that much you could send. Chipped beef. Tinned butter. And love. Lots of love. But of course, not hack saws. The parcels, every parcel that went over was checked."

"Then we [the Red Cross] would give them things they maybe couldn't obtain, couldn't buy to put in the parcels. We had priority. Little things but very important to a boy in that sort of a prison. Socks. Even pajamas. Think of it. Towels. Hankies. Lots of them. Then we could get chocolate and packages of Oxo so they could have a nourishing drink and tinned apples, tinned beans, peanut butter. Peanut butter as I remember was a great favorite. Salt. The little things that are important. Each parcel was like a Christmas stocking."

B. Broadfoot, *Six War Years*, p. 371



TELLING THE STORY



Army photography units took most of the pictures that were printed in newspapers, magazines and propaganda literature.



Cartoon by Bing
"Beitche 10 bucks the censors cut it down to... activity was confined to routine patrol skirmishing."



"The Invisible Commando", by Leo Bachle in Commando Comics Issue No. 1, p. 28

Cartoon by Bing



"Picture or no picture, I'm not running past that open space again fer no photographer"

Getting the Story to Press...

All night and morning I had been writing my head off in the wardroom, attempting to describe this incredible invasion scene. At my disposal, I had minute-by-minute information which was flooding in over the wireless from shore. I knew exactly how the fight was going and could see a good deal from the deck of our ship. But we were not permitted to use naval wireless to England and there was no other available link. We had to trust to sending our copy by any available dispatch boat or ship that was going in the direction of England. It was a haphazard system at best. I sent back several long stories on a dispatch boat which were delayed in reaching London, but the one sent by the destroyer clicked.

R. Munro, *Guantlet to Overlord*, p. 65

Interviews...

Apart from eye-witness accounts which were broadcast, many of them obviously untrue and inaccurate and clearly given by speakers who had not been within 160 km of Dieppe during the action, the German propaganda was very cleverly handled. Its main theme was that the attack was the spearhead of an invasion, which the British had been forced to undertake by pressure from Russia and against the wishes of America. The absence of American troops, except for a mere handful, lent weight to this latter assertion.

E. Maguire, *Dieppe*, p. 40



Many soldiers complained that journalists often wrote stories of the battle without ever visiting the front or interviewing those who did the fighting. Reporters such as Charles Lynch (shown above) and René Levesque filed their stories from the front lines.

Briefings...



Because it was impossible to permit all the reporters to visit the front, the army held "briefings." Information regarding the progress of the battle was given to the reporters and they in turn would ask questions. General Crerar briefs the media on August 7, 1944 at Amble.

Defence of Canada Regulations

No person shall print, make, publish, issue, have knowingly in his possession in quantity, circulate or distribute any book, newspaper, periodical, pamphlet, picture, paper, circular, card, letter, writing, print, publication or document of any kind containing any material, report or statement,

- (a) intended or likely to cause disaffection to His Majesty or to interfere with the success of His Majesty's forces or of the forces of any allied or associated powers, or to prejudice His Majesty's relations with foreign powers;
- (b) intended or likely to prejudice the recruiting, training, discipline or administration of any of His Majesty's forces; or
- (c) intended or likely to be prejudicial to the safety of the State or the efficient prosecution of the war.

Section 39a, Defense of Canada Regulations, 1942, p. 61



Major Charles Fraser Comfort was born in Scotland in 1900 and immigrated to Canada in 1912. Following lengthy studies in art schools in Winnipeg and New York, he finally settled in Toronto. By 1938 he was appointed professor of Fine Arts at the University of Toronto. In 1943 he joined the Canadian Army as an official war artist. Of his 188 war paintings Charles Comfort is best known for those depicting the Italian campaign.

RY OF WAR

Are you satisfied that you are getting as much important war news as you should, or do you think too much of this news is being censored? (Sept., 1942)

	Canada	Australia
Satisfied	56%	40%
Not satisfied	36	48
Undecided	8	12

	English	French
Satisfied	62%	27%
Not Satisfied	30	66
Undecided	8	7

W. Sanders, *Jack and Jacques*, p. 36

Verlord, p. 63

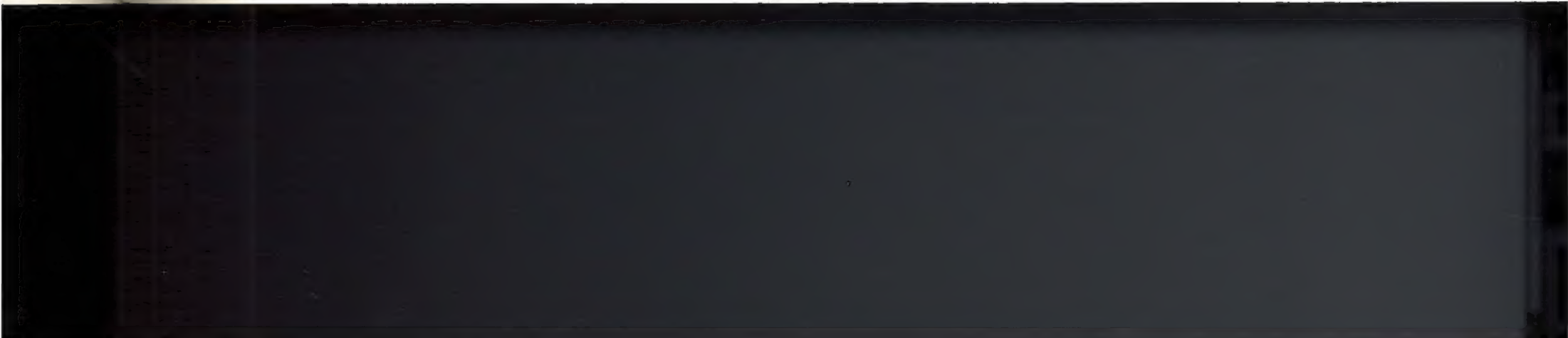
t, many of
by speakers
action, the
theme was
the British
and against
except for
Dieppe, p. 40



to visit the
the progress
n would ask
7, 1944 at

owingly
te any
er, cir-
ment of
Majesty
forces
vers, or
n pow-
raining.
Majesty's
of the

942, p. 61



"To make a long story short, from the time Ralston gave the order that there had to be a paper until we ran off our first 20 000, only three weeks had passed. The fighting was still going on, the Germans hadn't been routed and we were putting out a four-page tabloid and somehow getting it up to the front every day. One paper for every five soldiers and God, how they fought to get their hands on it."

B. Broadfoot, *Six War Years*, p. 241

Did Accidental Clash at Sea Give Alarm?

NO SURPRISE FOR NAZIS

By Douglas Amaron
(Canadian Press Staff Writer)

AT A CANADIAN ARMY HOSPITAL SOMEWHERE IN ENGLAND, Aug. 22—The fortunes of war turned against the Canadians in the early hours of Wednesday morning and sent them into an inferno of bullets from the German defenders of Dieppe instead of against an enemy taken by surprise.

This was the impression of a score of wounded Canadians with whom I talked at this hospital where there are more than 100 less seriously wounded soldiers, brought here for rest and care after their furious attack on the French port.

"They were waiting for us," was the comment prefacing account after account of the deadly artillery and machine-gun fire which swept across the landing craft even before the soldiers had time to disembark.

SASKATCHEWAN UNIT HITS HARD Gallantry of Canadians Thrills Nation DARING RAIDERS DRIVE INTO DIEPPE 'Mid Shot and Shell

By Ross Munro
Canadian Press War Correspondent
(Copyright 1942, Canadian Press)

WITH THE CANADIAN RAIDING FORCE AT DIEPPE, Aug. 20—For eight raging hours under intense Nazi fire from dawn into a sweltering afternoon, I watched Canadian troops fight the blazing, bloody battle of Dieppe.

I saw them go through the biggest of the war's raiding operations in wild scenes that crowded hellier skelter one upon another in a crazy sequence.

There was a furious attack by German E-boats while the Canadians moved in on Dieppe's beaches, landing by dawn's half-light.

When the Canadian battalions stormed through the flashing inferno of Nazi defences, belching guns of huge tanks rolling into the fight, I spent the grimmest 20 minutes of my life with one unit when a rain of German machine-gun fire wounded half the men in our boat and only a miracle saved us from annihilation.

Regina Leader-Post, Aug. 20, 1942



The first edition of the Maple Leaf was published in Caen in 1944.



The victory edition.

And Finally, the Story



Ross Munro's stories were carried in newspapers and magazines across Canada.

The Household Counsellor

Tune in to the "Soldier's Wife" programme and listen for the "Household Counsellor" with his Daily Bulletin on Wartime Prices and Trade Board regulations which affect your wartime buying. Broadcast every morning Monday to Friday inclusive over CBC network. (Consult your local paper for time and station).

Consumer News

RADIO SERVICE

This is a weekly summary of regulations, restrictions and supply conditions as they affect the Canadian consumer. The summary is designed to present an authentic and official picture of the changing background of the Dominion at War.

The material provided may be used in whole or in part and the information rewritten, to suit any individual style of presentation, as long as the facts remain unchanged.

RELEASED FOR BROADCAST USE THE WEEK OF OCT. 11, 1943

Topic: ARE YOU A GREASE-WASTER?

ANNOUNCER: Pouring dynamite down the drain... that's what happens, Mrs. Housewife, every time you throw away your drippings. We can get glycerine from those fats you pour away. You may not think a tablespoon of fat is worth saving... but our fighting men think it is. That tablespoon of fat contains enough glycerine for the explosive in ten bullets. Ten bullets multiplied by three million Canadian homes—that makes a lot of explosive to help pound the Nazis. Saving fat is smart business these days. Here's why. Glycerine comes from grease... glycerine makes explosives for bullets... glycerine helps float ships' compasses—glycerine greases steering gears; it is used on anti-tank guns—and on anti-aircraft equipment. The field hospitals and ships' hospitals need glycerine... it's an effective antiseptic... it's used to soften dead tissues in wounds... to sterilize instruments and rubber gloves. So you can see we need a lot of glycerine. The war has cut out many of the oils and fats we once imported. By being a grease-saver you can take a shot at Hitler... every day right in your own kitchen. Here's how to be a grease-saver. Salvage every ounce of grease from your frying pan and broiler... strain it through a double layer of cheesecloth into a clean coffee or shortening can—not a glass container or a paper cup... glass breaks and paper crumbles. Cover the can and put it in the icebox... it keeps the grease from becoming rancid... when grease is rancid it contains less glycerine. And when you have a pound or more of waste fat, sell it to your butcher... he'll send it to a manufacturer who will extract the glycerine from it. So if you are a grease-waster, you have a new job now—saving grease to make explosives to help smash the Germans and the Japs.

Radio Bulletin, Wartime Information Board, Oct. 1, 1943, pp. 11-12

Censorship for Radio Broadcasting

1. To prevent the enemy from obtaining naval, military, air, economic or other information of a nature inimical to the national interest.
2. To prevent the dissemination of news or talks which might cause dissatisfaction against the civil population.

—Radio Broadcasting Censorship, 1941



To many Canadians he was known as the "Voice of Doom," but Lorne Green reading the news over the CBC became a wartime fixture.

"The radio. Oh my God, the radio. Can't you still hear the voice of Lorne Green on the nine o'clock news? The Voice of Doom. They called him. Walk down any city street on a summer's night at nine o'clock and you could pick up his voice from house to house. 'The Russians are advancing on the Eastern Front.' 'Fifteen more German subs sunk.' That sort of stuff."

B. Broadfoot, *Six War Years*, p. 124